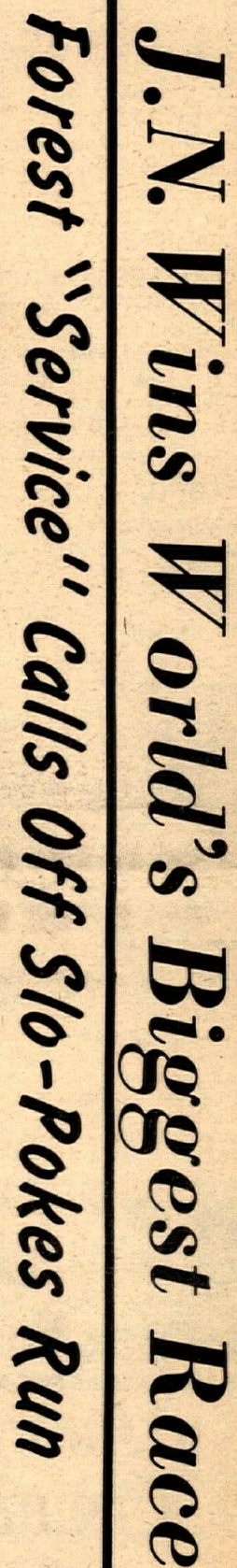


December 8, 1970



J.N. Roberts showing his winning form as he streaked across the desert in the Barstow-to-Las Vegas Hare 'N' Hound. Photo by Dick Wright.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Wash at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st AND 3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — 1st & 3rd Sunday, Motocross — all classes, 8 a.m. pract. — 10 a.m. start. \$1.00 Entry Fee — Info: (714) 247-7473 (eves.)

COURSES FOR RENT ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info. (213) 927-3860.

SATURDAY, DEC. 5

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

CAL. TRAILBIKE CHAMPIONSHIP, cross country, lined N. of Adelanto on Hwy 395. 3 courses. 0-100cc. Nov/Am/Ex/PP/Under 16/Over 40/Non-racers. Nov. go 60 mi.; Am/Ex. 75 mi.; others 30 mi. Trophies, finisher pins. Mail \$6 entry on any standard blank to RV Enterprises, Box 3882, Torrance, Cal., 90510 — add \$2 for sponsored rides eligible for awards & publicity. Info: (213) 370-8234, (714) 735-4641.

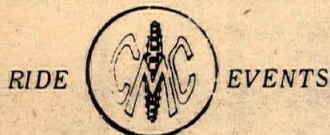
DANCE by San Francisco M.C. at their clubhouse, 2194 Folsom St. at 18th in San Francisco. 10th Annual Old Timers Dance to live music 9-1 a.m.

SOUND TEST at Upson Downs Park, twix Santa Ana River and Riverside Fwy, E. of Kramer Ave., in Anaheim. 150 minibikes and 100 motorcycles needed (legally muffled) to ride off 45 minutes to determine if sound can be kept within the acceptable limits for the adjacent neighborhoods. First come-first served — free riding plus raffle for minibikes and helmets. Begins at noon. If foul weather, postponed to Dec. 12 at noon.

A.M.R.A.

presents
Sand Scrambles
at Indian Dunes

RIDE WITH THE BEST



MOTOCROSS

Dec. 6th at Claude Osteen's Bike Park in Pomona. New track, Post Entry only \$5.

Dec. 13th — Carlsbad Raceway

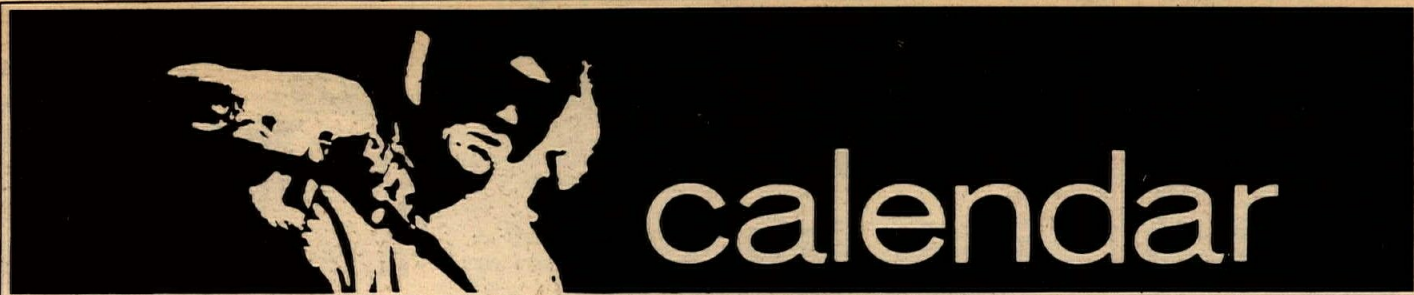
Dec. 20th — Saddleback Park

Dec. 27th — Carlsbad Raceway

— RAIN or SHINE —
3+ Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. \$5.00
Mail Entry, \$10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.



TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Cal.

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Ca. M/B Assoc.

SAT. & SUN., DEC. 5 & 6

LAGUNA SALADA 200 for m/c and cars called "On The Sunny Side Of Baja" near Mexicali, B.C. Mexico, 30 mi. from the port of entry at Calexico, Calif. M/C run on Saturday, start at 10 a.m. 125/175/250/500cc and Open. Two 100-mile laps. \$100 entry, 40% purse of receipts. Mail entry to Bill Martin, P.O. Box 1803, Calexico, Calif. \$125 post. Starting position by drawing.

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. starts 15 mi. E. of Lancaster on Ave. "J". Race at 10, 40% trophies to trail/125/Open plus contingencies. Info: (213) 367-2907.

SUNDAY, DEC. 6

MOTOCROSS at Daroga Park, Orondo, Wash., 23 mi. N. of Wenatchee, E. side of Columbia River. 3 15-min. motos for 125/250/Open/14-under (125 limit).

HARE SCRAMBLES by Cycliers of Bakersfield lined from Bakersfield Speedway on N. Chester Ave. AMA sanct. \$4 entry. Noon start for 126cc and over, 12:05 start for under 125. Info: (805) 831-4333.

MOTOCROSS at Deadman's Point. \$1 entry plus \$2 admission. Gates open at 8, first race at 10. Info: (714) 247-7473.

MOTOCROSS by HRA at Huntington Beach Cycle Park. Mail \$3 entry to Box FA, Westminster, Cal. 92683, closes Dec. 2. \$6 post signu 8-10. 3 correct HRA plates or ride Expert. Info: (714) 897-4458.

LAST CHANCE ENDURO by CEA lined from Red Mountain, two 45-mile loops. AMA sanct., Dist. 37 pts. Mail \$6 entry to CEA Inc., 7813 S. Blackford St., Whittier, Cal. 90606, begins Oct. 26, closes Nov. 28. Include 2 self-addressed stamped envelopes. Limited to 500 riders. Post \$8, add \$1 for each team member. Rescue 3. Drawing held Dec. 1 at 8 p.m. at Sid's M/C Service, 11015 Lower Azusa Rd., El Monte, Cal.

SAND SCRAMBLES at Indian Dunes Park, 2 mi. W. of Castaic Junction, Hwy 126 in Valencia, Cal. \$5 entry, no admission charge to riders. No pts., pie plates OK, trophies to Nov; cash to Am/Ex. Rain or shine. Info: (805) 259-8000.

INTER-AM MOTOCROSS at Saddleback Park, Orange, Cal. Info: Joe Parkhurst (714) 639-5832.

EUROPEAN SCRAMBLES-POKER RUN by High Siders M.C. at Indio, Cal.; lined from Interstate 10 & N. Jefferson St. overpass. \$3 entry; signu 8-9:45, racing at 10; trophies all classes. Info: (714) 347-6588.

CMC MOTOCROSS at Claude Osteen's Bike Park, off Hwy 71 in Pomona, follow sings from Dudley St. \$5 post entry only. Gates open at 7, signups close at 9:30, race at 10. 3 No. plates required.

MOTOCROSS by Humboldt Hustlers M.C. at Garberville MX Park, 8 mi. S. of Garberville at KOA Camp Ground. \$2 to ride or watch, under 12 free. Signu & practice 9:30-10:30, racing at 11.

TT & FLAT TRACK at Trojan Speedway, two 50-lappers in TT races. Gates open at 11 a.m.

HARE SCRAMBLES by Nevada Trailblazers M.C. lined from Interstate 80 (Hwy 40) at Hwy 395. 80 miles long. AMA sanct. \$5 entry, 3 No. plates, signu at 8, race at 11. Info: (702) 323-8846.

MINI-BIKE TT SCRAMBLES by Nomads M.C. at the Sierra Vista TT track, Hwy 92, 2 mi. E. of Sierra Vista, Ariz. \$1 entry, 25 cents admission. Signu 10, races at noon, 4 classes by horsepower, 3 heats and main. Info: (602) 458-5457, 458-2584.

MOTOCROSS by Amarillo Motocross Pit in Amarillo, Tex., take Interstate 40 E. to Juett-Atterbury exit and look for signs. \$4 entry includes gate to 3516 Hawthorne, Amarillo, Tex., 79109. Gates open at 10:30, race at 2. 100/125/250/Open. \$300 purse, money to first three, trophy to next three if class full. Info: (806) 352-0567.

MOTOCROSS by EBRA in Ensenada. \$3 entry. Race at 11. Info: 8-3237.

SUNDAY, DEC. 13

CMC MOTOCROSS at Carlsbad Raceway. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Dec. 22. Post \$10. Gates open at 7:30, race at 10. 3 No. plates.

EUROPEAN SCRAMBLES by Prospectors M.C. and Bushmasters M.C., lined from Adelanto and Hwy 395. Dist. 37 pts. \$3.25 entry. Racing at 8 a.m. Nov/Am/Ex. — 100/250/500 — Open/Sidehacks.

ACA ROAD RACE at Riverside International Raceway. Pits open at 8 a.m., racing at noon. All Jr. and Sr. GP and Production classes. Info: (714) 528-4290.

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Hwy 101 at Jct. 166. \$5 entry, \$1.50 admission. Signups close at 10:30, racing at 11. AMXT patch to each rider. Info: (805) 736-6362.

MOTOCROSS at Bay Mare Park. Mail \$3 entry to BCA, 13902 Hamlin St., Van Nuys, Cal. 91401, \$5 post. 7-9, race at 9:30. Mail closes Dec. 9. 125/25-/Open, Nov/Am-Ex. Dist. 37 pts.

MOTOCROSS by Slow Spokes M.C. in Helvecia, Ore., Sunset Hwy (26) W. from Portland to Helvecia Rd. cutoff, follow signs 8 mi. to track. \$2 entry to P.O. Box 5025, Aloha, Ore. Signu 10:30, race 11:30. 125/200/250/Open 2-stroke/Open 4-stroke/mini bike. Info: (503) 246-7580.

MOTOCROSS by Valley M.C. at Cycleland Speedway, 14 mi. S. of Chico on Hwy 99-E. \$2 to ride or watch. Signu at 9, race at noon. Info: (916) 342-9302, 342-4216.

SCRAMBLES by Salinas Ramblers M.C. at Crazy Horse Canyon Rd., 12 mi. N. of Salinas on Hwy 101. Pract. & signu 9-11, race at noon. No mini or trail bikes. \$2 admission, under 12 50 cents. All classes 0-Open. AMA sanct. Info: (408) 422-9809, 424-9611.

HARE AND HOUND by IVMC at Holtville Auxiliary Airstrip, lined from old Hwy 80 & Hwy 115. Dist. 38 pts., 100 miler.

TT RACES bt Vegas Valley M.C. at Las Vegas' Sunrise Mt. Track, lined from the New Murray Hertz Honda Shop at Boulder Hwy and Vegas Valley Dr. AMA sanct. \$3 entry, signu at 9, practice at 10, race at 11. "C" traction only. Info: (702) 737-2523.

TT RACES by HRA at Huntington Beach Cycle Park. Signu 9-10:30. \$2.25 members, \$2.50 non. 3 correct HRA plates or ride Expert. Info: (714) 897-4458.

MOTOCROSS by Oasis M.C. lined from Court House 5 mi. N. of Fallon, Nev. AMA Sanct. signu & practice 8-9:30, racing at 9:30. All classes. \$1 donation; \$4 to ride.

SATURDAY, DEC. 19

INDOOR FLAT TRACK, First Annual Yamaha Silver Cup Series, by Trojan Enterprises at the Long Beach Sports Arena. Concrete. AMA sanct. with \$1200 guaranteed. Practice 9:30 a.m. to 2:30 p.m. \$5 entry with signu at 6; gates open at 6. Info: 435-1013.

SUNDAY, DEC. 20

ACA ROAD RACE at Carlsbad Raceway. Pits open at 8 a.m., racing at noon. All Jr. and Sr. GP and Production classes. Info: (714) 528-4290.

CMC MOTOCROSS at Saddleback Park. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Dec. 15. Post \$10. Gates open at 7:30, race at 10. 3 No. plates.

(Please turn to pg. 25)

NOW AT SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

Dec. 5th
Qualifying of Juniors & Sportsman for Inter-Am

Dec. 6th
Inter-Am and finals of Sat. qualifying

Dec. 13th
Mini Bike Nationals

Admission \$2.50; Minis \$1.50

SADDLEBACK Park

Box 2455, Orange California 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1 1/2 miles to entrance opposite state fire station. Phone (714) 639-5832.

SOUTHERN CALIFORNIA MINI-BIKE & KART ASSOC.

Presents

the 2nd annual

NATIONAL MINI-BIKE CHAMPIONSHIP RACE

Classes: 1 through 3 HP/4 through 6 HP/7HP and over
All ages.

Saddleback Park

12 Saturday

Starts at 8:00
Practice, Tech
& Qualifying

info. (714) 842-6083

DECEMBER



— Race Entry Fees —
Members \$5.00, Non-Members \$7.50.
All Post Entries \$10.00

Post entry closes 9:00 AM Dec. 13th
No qualifying Dec. 13th
Pre-entries must be postmarked no later than midnight Dec. 8, 1970.

13 Sunday

Starts at 8:00
Practice, Tech
Racing

New Air Suspension Available

Monotrack Engineering, a fairly new design and manufacturing firm in Costa Mesa, Calif. which specializes in motorcycle components, has hit the market with an invention that promises to revolutionize motorcycle roadholding (or dirt-holding, as the case may be). The invention is an air suspension for the rear swinging arm, that replaces the shock absorbers and coil springs of any motorcycle. Long recognized as the ultimate suspension medium, air units have lacked the technology to be practical — up until now, says Daniel E. Hanebrink, of Monotrack Engineering.

In his book, *Motorcycle Engineering*, bike designer P.E. Irving points out that "in whatever way it is compressed, air has the property of providing a progressive spring-rate...A normal, parallel-wound helical coil spring has a constant rate; that is to say, if it takes 100 lb. to compress it one inch, and so on until it becomes coil-bound. However, with air the rate rises continuously from the start of compression until it reaches an infinitely high value at the end of the stroke. Furthermore, as air cannot be compressed into no space at all, mechanical bottoming is impossible."

Air suspension for motorcycles offers several distinct advantages over conventional, spring operated shock absorbers. Progressive action is the chief advantage, meaning you don't get wheel-hop or bottoming: the tire stays in contact with the road surface even over fairly substantial bumps. According to Hanebrink, the air suspension absorbs bumps sufficiently to prevent a machine from "launching" and the rear wheel remains in driving contact with the track a greater percentage of the time. One can imagine the seconds per lap that could trim off a racer's time.

Sealing and mechanical wear have historically been the Achilles heel of air suspensions, but Monotrack claims to have brought these problems under control by using materials and techniques designed for the lunar landing modules (which use air suspension legs, by the way). Each strut of the Monotrack suspension consists of a steel plunger operating

piston-fashion inside an alloy tube, which is closed at the top except for a hose outlet, leading to a central accumulator. When a bump is met, the pressure is transmitted hydraulically via the hose to the accumulator, where it forces against a diaphragm. Opposing the pressure, on the other side of the diaphragm, is about 150 lbs per square inch of air pressure, introduced into the accumulator by an air hose. Hanebrink admits the accumulator loses pressure over a period time, but this poses no problem, as he simply fills it to the prescribed pressure, using a conventional air compressor, and it stays up for a couple of weeks.

Rebound action is limited by a cable shackle connecting each plunger with its tube. The complete suspension is simple as a stone ax, yet with metallurgy and machining tolerances as sophisticated as the latest lunar exploration module.

The Monotrack Engineering air suspension setup is available to serious racers only, at a price of \$135 complete, with a money-back guarantee of satisfaction. It appears to be the hot setup for road racing, motocross and cross country events. Monotrack's address is 959-A West 17th St., Costa Mesa, Calif. 92627. Phone (714) 548-9833.



ARIZONA ALL AMERICAN INVITATIONAL MOTOCROSS DECEMBER 13TH \$2,100.00 CASH PURSE and START MONEY

PHOENIX INTERNATIONAL MOTOCROSS

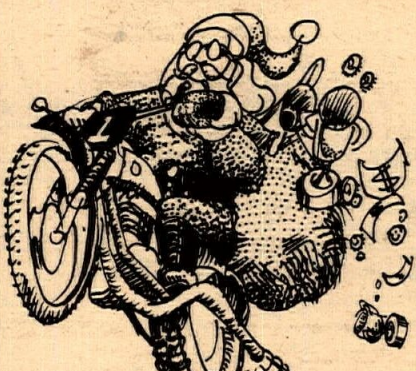
classes to be contested:
125, 250 & 500 National, Sportsman & Professional
Practice 10:00 AM
First Race: NOON
All out of state entries please contact
IRE of Phoenix at (602) 264-0815 for entry information and information
regarding expenses and accommodations.



KONIS NOW FOR HONDA

United States importers of Koni Dutch-made shock absorbers for motorcycles, announced that they have replacement suspension units for 350cc, 450cc and 750cc Honda models. Koni Adjustable shocks were ridden under test in competition in the Baja and Mint and were fitted to the racing bikes of such competition riders as Gary Nixon (Tri), Yvon Duhamel (Yam), Rusty Bradley (Kaw), Eddie Moran (Kaw), Don Emde (Yam), Dave Smith (Kaw), Chuck and Larry Palmgren (Tri) and Kurt Liebman (BMW).

DON'T FORGET



DEC 20 MOTO-X-MAS

AT OAK CREEK RANCH
CASH FOR SRS.
GOLD FOR JRS.
Terrain: An unreal course with
long hills, small mud section,
banked esses, jumps and extra
wide.

Practice: 8-9 AM
1st race: 9:30 AM
3 Number plates required
Info: (213) 376-4573

Directions: Take Hwy. 14 to Oak Creek Rd.

Information: (602) 264-0815
Directions: Black Canyon Freeway (Inter
State 17) from Phoenix to Deer Valley Road
off ramp, turn left to the race track.

CYCLE news

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PARTICIPATE, DON'T INSINUATE COW BELL AFTERMATH

The Groundshakers M.C. may have dropped the ball on this year's "Nevada State Championship" Hare scrambles but that in no way over-shadows the many fine races they have held in the past.

As a member of the Silver City Scramblers M.C., I must take offense to Miss Smith's insinuation that the clubs in Las Vegas have "snobbish and falsely superior ways." [Voices, Cycle News, Nov. 24.]

The biggest problem we have in the Las Vegas area is that there are too many people who like to run their mouth when things don't go to suit them, as Miss Smith is encouraging her friends and acquaintances to do, and not enough constructive participation in putting on these events.

Miss Smith claims to have gone to events in the So. Calif. area every Sunday for the past two years. If she and her friends had actively participated in the promotion of a few local events, and maybe joined a local club, the situation as she sees it may have been improved. At least she would be doing more than just paying lip service to the sport.

SHANE ROSS

Referee:

Southern Nevada Motorcycle Assn.

On November 8, 1970 the Hayward Motorcycle Club ran the Cow Bell Enduro near Upper Lake, California. Due to inclement weather, no suitable egress route, and improper management by the Hayward Motorcycle Club, between 200 and 400 motorcycles had to be temporarily abandoned in a muddy basin called Thistle Glade.

It was near impossible to get these motorcycles out the day of the race. Consequently a number of these motorcycles (possibly 30) were stolen with many additional bikes stripped by thieves. We the riders of the Enduro paid the Hayward Motorcycle Club between \$7-\$8,000 as entry fees for this event. We felt the club had an obligation to post guards at all of the entrances to the Glade and use any reasonable means to prevent theft. This was not done with the subsequent loss to the entrants of many thousands of dollars worth of equipment.

Since the Hayward Motorcycle Club failed to exercise good judgement which

like the one on your Nov. 24 issue cover and like the ones the riders at the Inter-Am and Trans-AMA are wearing. I do a lot of desert riding with friends and I get "rocked" a lot.

DON BATES
San Bernardino, Calif.

(Up until last week, the American Distributor of "rock catchers" was Buffalo Breath Motocross, 905 E. 19th, Santa Ana, Calif. They have a backlog of orders to fill but may still be able to help you out. The other distributor, now with exclusive rights in the U.S., is International Moto-Cross, 4790 Palm Ave., La Mesa, Calif., 92041. As of this time, however, they have not received a supply from the Swedish manufacturers. As a last resort, you may try sporting goods stores to see if they have nose and mouth hockey puck guards, a suitable replacement...ed)

WILVERT FAN PROTESTS

I noticed in your Dec. 1 issue the write-up about the Castrol G.P. International. I think they should have shown a picture of the winner, Hurley Wilvert, instead of Jody Nicholas, who threw his bike away on the S turn. The

check and get their tanks marked.

The course was adequately limed so that even a novice rider would have no trouble finding his way. The Groundshakers are not responsible for wandering or stray animals in the Nevada desert.

As for 2 riders not receiving a refund of the entry fee for not making it up to the starting line, what organization does?

As far as anyone leaving riders out on the course, you know little of what you're talking about. All riders were in and accounted for by 6. To substantiate this fact a member of the Groundshakers and his wife spent the night on the desert after the race to insure that no equipment or riders were stranded, and also to check the course to see that all trash and campsites were cleaned up in accordance with the contract between B.L.M. and the Groundshakers.

In comparing your Nevada and California turnouts for their events, this rider feels Nevada has just as good or better turnout per population. Due to the fact that no entrance fee for spectators was charged and the distance from Las Vegas, the cost was prohibitive to provide portable rest rooms for your convenience. How did you enjoy the free soda-pop?

From opinions gathered from other participants and spectators all concerned had an enjoyable day. How does it feel to be a loner?

P.S. By the way, this Groundshaker member is also a member of A.M.A. and Dist. 37!

DON WEIDKNECHT
Las Vegas, Nev.

AMA'S INTERPRETATION.

On behalf of the American Motorcycle Association, please let me make comment on your article "Little Decided By A.M.A. Congress" appearing in your November 17, 1970 edition of Cycle News West. In regard to the newly adopted rule to be written into the 1971 Amateur rule book: "All events are required to be run with machines having a muffler meeting an established standard except for road racing, dirt track, outdoor short track, hillclimb, scrambles, moto-cross, ice race, drag race, and record trials. The clubs have the choice to advertise and sanction muffled races at any of the above listed races."

Your analysis of this rule states "about the only races silencers are required at are indoor short track races and it isn't clear whether the rule applies to professional races or not." In fact, however, there are large areas of our sport where this rule applies that you have failed to mention. Some of these are enduro riding, cross country or marathon, and hare and hound racing. Being intimately aware of the land use situation that is already becoming critical in California and that will probably soon effect the whole nation likewise, would you not agree that these are the areas where noise is most offensive to the public?

You are correct in reporting that the rule was modified on the floor by the Congress, but we should point out to your readers that the Congress did not leave it nearly so toothless as you would have them believe.

Furthermore, you notice that the rule mentions a standard to be established. We have begun work on this standard and can assure you that it will establish an acceptable noise level for A.M.A. road events that is below that presently being accepted by many states.

ED YOUNGBLOOD, Managing Editor
AMA NEWS
Enduros, as the the AMA rulebook says, are not races. We did overlook hare 'n' hounds and thank you for pointing out the omission...ed.



voices

LET IT BURN.

Sunday, November 22nd, while riding at Saddleback Park, I happened upon a fellow who had the misfortune of having his motorcycle catch fire. The smoke attracted 20 people who tried to put it out. Their efforts appeared to be fruitless so I proceeded to inform Saddleback Park personnel. I first went to the rental building. The man there told me that "you'll have to see the guy in the parts building about that." I did and this gentleman informed me that "the closest fire equipment is across the street." He proceeded to resume his normal function completely undisturbed. At this point I was quite disgusted but fortunately, the fire had been extinguished.

Reflecting back upon the incident, two contrasting aspects come to mind. The first is the fast response by fellow bike riders in helping a cyclist in need. More specifically, (and not to overshadow the other people who assisted in fire fighting) one gentleman drove up on a new Husky 400, dropped it on the ground, quickly removed his helmet and filled it full of dirt to combat the flames. Contrast this with the fact that Saddleback Park neither gave the personnel nor the fire extinguishing equipment to minimize life hazards and damage to property. It would seem that it is time for Saddleback Park to upgrade its safety program to a level commensurate with their fine facilities.

(Name signed but withheld by request)
Torrance, Calif.

OFF CAMBER COMMENTS

All the members of the Off Camber Motorcycle Club would like to thank you for the fine article in Cycle News on our race at Sea Breeze Park.

You did not hold any punches and told it the way it was, and that's what it's all about.

We would also like to thank the supervisors for sending a very fine representative of Cycle News to cover our race. People such as Dave Swift and the Cycle News staff are greatly helping the sport of motorcycling and our youth of America.

DON MARDON, President
Off Camber M.C.

resulted in an unusual and extreme loss to the riders, we think the Hayward Club does not deserve the privilege of sponsoring any further AMA sanctioned events.

For those of us fortunate enough to get our bikes back the following weekend, it also cost about \$35 per bike for recovery fees. Recovery of many bikes was made possible through the fine efforts of local businesses which worked diligently throughout the preceding week hauling bikes from the muddy bog. We would therefore, like to thank such groups as the Buckingham Marina Service for their courteous effort in returning these bikes.

Mr. Jim Chakedis, Mr. Larry Grist,
Mr. Dennis Chakedis, Mr. Paul Jacob,
Mr. Mickey McKinney

I am still looking for my motorcycle that was lost-stolen-borrowed - in the Cow Bell Enduro on the 8th of November this year.

The bike was left about two miles above the river on the side of the road. It was out of gas and the clutch was partially gone. When I returned to rescue the bike, it was not to be found. I contacted everyone connected with helping stranded bikes but could not find my own. I have been back to the area three times and have had no luck whatsoever.

It is a 1969 BULTACO PURSANG, No. 285 G, the name Jim McGowan is painted on the front fender.

If you can offer any information or help in retrieving my motorcycle please call me collect at the following numbers: Area 415 - 454-3962 College of Marin, 479-6120 Pacific Performance, 924-4373 home phone. Ask for: James McGowan - or leave a message.

JAMES MCGOWAN
12 Loma Vista Ave.
Larkspur, Calif. 94939

The Regional Forestry Dept. has decided to restrict vehicle use during the winter as a direct result of the Cow Bell's poor planning...ed.

ROCK CATCHERS

Could you please tell me where I could find the so-called "rockcatcher"

write-up about Hurley was good and I predict many more such victories in the future for Hurley as he rides with effortless ease - a flawless performance and indeed he has a cool head. It may pay you to keep a few photos of Hurley in file - he may be winning every road race next year. Wait and see.

ELSIE TABOR
Inglewood, Cal.

Winner Wilvert went so fast, our photos of him are all blurred. Next time we'll send a faster photographer...ed.

DIRT CHEAP?

We just received our results from the Dirt Diggers Grand Prix. What a CHEAP club. They charged \$10 for entry and would you believe paid only 8 places for trophies? On the 250 Novice they had 75 riders to the grand total of \$750 and that is just for one division. Many little clubs pay up to 5 places for only 20 entries. I realize they have expenses, but not that many that they could at least pay up to 10 places. I think it is about time District 37 looks into these big runs on how the money is spent and just where it is all going. It would be great to make them publish an expense sheet in your paper. Not only were they CHEAP on their trophies, but I had to pay the postman 6 cents postage due for the results. They didn't even put enough postage on it.

BARBARA BEBECK
Carson, Calif.

GROUNDSHAKERS' CASE

In regards to the letter in VOICES in the Nov. 24 issue of Cycle News written by Diane Smith, as a member of the Groundshakers M.C. I have taken this as a personal insult. In the article you stated that the riders were coming in different directions. The first 10 riders had no trouble in finding the course, they also happened to be the fastest riders. The reason a group of riders lost the course and were coming in from different directions was because 2 riders were racing down a pole road, missed the course and a group of riders followed them instead of following the limed course. These were the only riders that happened to have gotten lost which amounted to about 12 riders in all. They were directed to go back to the

BARSTOW TO VEGAS RACE

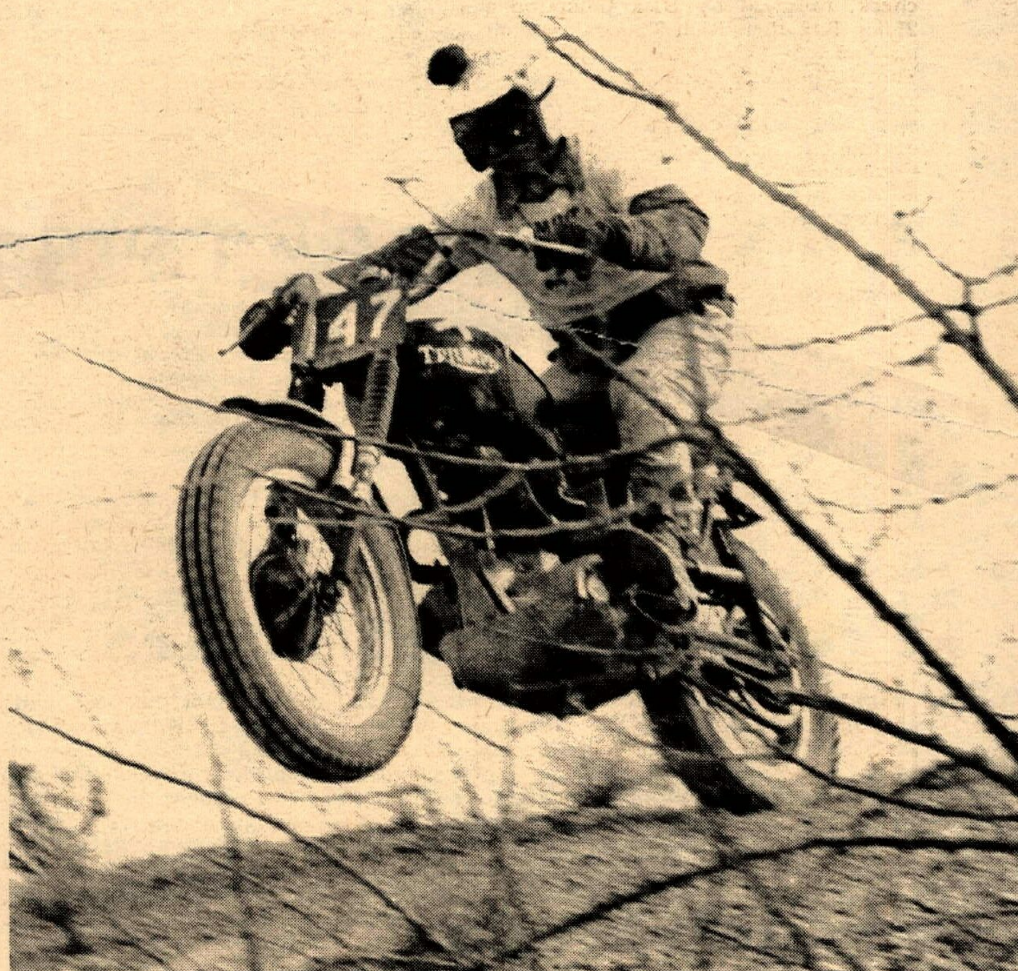
By Charles Clayton
Photos by C. Clayton and Dick Wright



Gary Jones comes to a welcoming committee at the finish after riding all but one mile on a flat front tire.



Steve Kirk is gassed up and going for a 2nd overall for Montesa.



Gene Smith was still able to put on a show for the fans after 145 miles, finishing first in the Open class.

THE WORLD FAMOUS

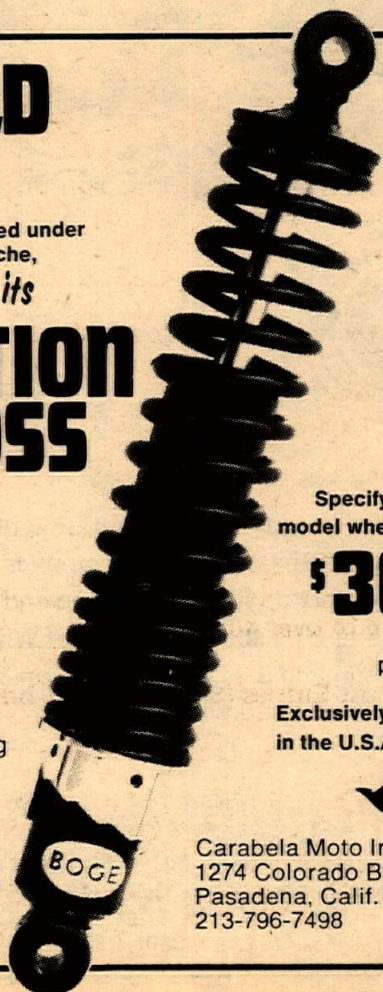
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Ontario \$50,000 Race

ONTARIO, CALIF., Nov. 24 — Motorcycle racing's richest event ever has been programmed into Ontario Motor Speedway for Oct. 17, 1971, by track president, David B. Lockton. Lockton has received confirmation from American Motorcycle Association leaders who met in Columbus, Ohio, that a four-day \$50,000 program for their riders has been granted full approval. It also will be open to international cyclists. A 200-mile race on OMS' 3.2-mile infield road course on Oct. 17 will be the highlight of the weekend program. More than 100 of the world's greatest riders will compete in that event for a purse twice as great as any other offered in cycling.

Lockton also revealed that a week-long motorcycle trade show is being planned in conjunction with the racing program. It would be held within the 720-acre, 25-million dollar speedway complex, racing's newest and largest multi-purpose motor competition plant. The Ontario cycling classic, with its huge purse, also would pay more points to riders, conceivably deciding a world championship. Points in the AMA structure are based on purse monies.

Oak Creek Opens

The opening of a new motocross course was announced by the Oak Creek Racing Association last week. The course is located between Mojave and Tehachapi on Oak Creek Road. The first event is scheduled for December 20th and has been appropriately named the Moto-S-Mas. The course winds around two hills which offer excellent spectator viewing and a challenging course for the riders, including mud, jumps, banked esses and a nice hillclimb. No dust, the promoters claim. All normal classes will be run at this first event and all licenses will be accepted. There will be cash prizes for the Seniors and trophies for the Juniors in Santa's bag. The start is at 10 a.m. Mail entries are \$4.00 and post entry is \$8.00. See advertisement in this paper for further info and address.

AMA Promotes Record

Melva Murphy, whose vivid view of American Motorcycle Association professional racers has become famous through her colorful oil paintings, has gone vocal. Just released is Newhall Records' "Motorcycle Man," a long-playing album with over a half hour of songs written by Melva and vocalist Buddy Mize. The fourteen selections recorded in a Country and Western style include "Roar of Thunder," "Cycle Racin' Man," "California Circuit," and others. Musician Carl Thomason describes the album, "It tells the story of the real motorcycle lovers, and not the roughneck stereotypes that people tend to pin on all bike riders." Sub-titled "The True Story of Motorcycles," "Motorcycle Man" is available exclusively through the American Motorcycle Association for \$5.35, including pre-paid postage and handling. Send checks or money orders to the American Motorcycle Association, 5655 North High Street, Worthington, Ohio 43085.

Press To Trial Thurs

Norton-Villiers Corporation is sponsoring an English Trials for the lardbound, slow-riding enthusiasts of the 4th Estate, to wind up the year with a chuckle. Saddleback Park will resound on Dec. 3 with the groans, cop-outs and excuses of motorcycle magazine and newspaper reporters, editors, publishers and manufacturer reps, as they try and negotiate a series of sections designed to relieve them of their pomposity. There'll be trophies and fame for the press and manufacturers' men, so anyone who is eligible for the first annual "Laugh-In Trials" is invited to contact Mike Jackson at Norton-Villiers, (213) 531-7138. Entry fee is a paltry \$3.

British News

Special from MOTOR CYCLE, England

Yorkshireman Dave Thorpe riding 250 Ossa won the second round of the European Championship at Sheffield in Yorkshire on Sunday. Second place Mick Andrews on works Ossa is now first in Championship Table following win in West German Round last month. Reigning champion Sammy Miller on Bultaco down in seventh place. Trial run in heavy rain.

In Saturday's first television scramble of Winter Season at Tweseldown in Hampshire, England Byran Wade (400 Hus) scored a first and second place in two televised races and seems certain to clinch Husky Factory support for World 250cc Championship next year. He will talk to factory next week. Vic Allan on 380 Greeves won other race.

Conejo Gives to MORE

LOS ANGELES, CALIF., Nov. 30, 1970 — The Conejo Trail Riders have finished the accounting connected with their run and announced that they have a balance of

(Please turn to pg. 24)

WHAT KIND OF AN ANIMAL RULES THE DESERT?



Tom Poteet answered that question with his fantastic 1st overall victory in the Buzzards Hare Scrambles on Sept. 20th. Tom took the lead at the start on his 250 Bultaco and there was no catching him. And we're talking about the likes of Whitey Martino, Rich Thorwaldson and J. N. Roberts, all on 500cc machines. It doesn't always take a 500 to win.

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-WORLD'S BIGGEST

MOJAVE DESERT, Nov. 28, 1970 — J.N. Roberts is a jackrabbit, darting with dusty grace across the face of the desert. He is favored by the gods in this, his third straight overall win of the 4th annual San Gabriel Valley M.C. Barstow-to-Las Vegas Hare 'n' Hound.

J.N. is a dragonfly, buzzing six directions all at once and always finding the fastest trail leading to the big jackpot in Las Vegas. He is a plume of dust on the horizon, a deep, metallic roar approaching the Viewfinders pits. He goes past you so fast you barely even see him, you'd have to be a helicopter to keep up with J.N. Roberts in his home territory, the California desert.

Two thousand motorcycles thundered away from the starting line at Yermo, Calif., just east of Barstow, with 145 miles to go to the finish line at the foot of the mountains separating Las Vegas, Nevada from California. All the Experts and Amateurs, trailbikes included, got away in the first wave at nine a.m. on the Saturday after Thanksgiving. About 20 minutes later, the Novice ranks, nearly 1,000 strong, disappeared in a wedge of dust, pointed toward the smoke bomb. At first, the trailbike contenders found the going a little bit hairy, with 500cc and Open class 40-inchers beside them on the trail. It was difficult for a little 100cc to take command. But once settled down, the trailbike riders liked the starting procedure — no problems with passing hundreds of bigger, slower scooters in the opaque dust. Terry Clark, Mitch Mayes and Jeff Wright were slugging it toe to toe in the trailbike class, close to 40th overall at the first gas check, 45 miles out. Clark and Mayes pitted, handing the lead to Wright, who gassed up at a later check.

J.N. was the first to arrive at the number one gas stop. "I guess I took over the lead about six or seven miles out," the winner recalls. "I knew I'd passed everyone but [Tom] Muto. I thought he was ahead of me, so I really turned it on. But I guess he was crashed in the weeds somewhere, because I'd passed him."

Muto was 2nd into the first gas check, followed by Dick Camp on a 250cc Bul, then Rich Thorwaldson on his Rickman. "I was only worried about Thorwaldson and Potet," J.N. revealed at the finish. "Those dudes are both racers...they charge all the way. The rest of the guys are just Sunday riders." Compared to J.N., I guess that's so, just as Aberg, Kring, etc. are just Sunday riders compared to J.N.'s near-namesake Joel.

But Steve Kirk didn't look like he was just out for a pleasant ride as he blasted his Montesa into the 3rd gas check at the state line just 10 minutes behind J.N. He seemed to be all business, as was Rich Thorwaldson, 3rd at the time. The leaders took on gas in a hurry and spun off toward the last stretch and the mountains.

Meantime Wright and Mayes were having bike trouble on the trail. Clark moved up to 26th overall at the 2nd gas check, only to lose his lead to Tom Brooks. But it wasn't until the finish line that the hotly-contested trailbike race was settled. Bombing in 31st

overall on his Hodaka, it was persistent, consistent Jack Morgan, the 100cc class winner. Brooks finished 2nd Trailbike.

J.N., of course, was first, only 3 hours and 45 minutes older since the race started. Four minutes and 45



Kirk checks in...



And here comes Tim Smith.



J.N. and the president of his fan club.



First Amateur finisher gets helped in.

TRAIL BIKES!!

Ride a course that hasn't been chewed up by the big guys — ride the RV Enterprises California Trailbike Championship races on Dec. 5 just 5 miles north of Adelanto on Hwy. 395. Very well marked courses and no big bikes to get in the way — this one is designed strictly for trailbikes (0-100cc).

SCHEDULE

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Non-racers]		
Powderpuff]	10:00	Course "A"
Novices	11:30	Course "B"
Amateur/Expert	1:30	Course "C"

*Within each class is a separate class for riders under 16 or over 40 —

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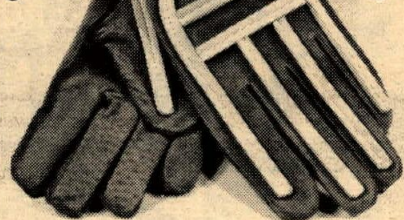
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Rich Thorwaldson hams it out of State Line.

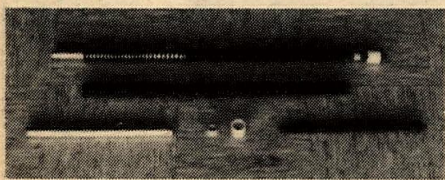


Gene Cannady finished first 125 on his 6-Day Trail Scahs.

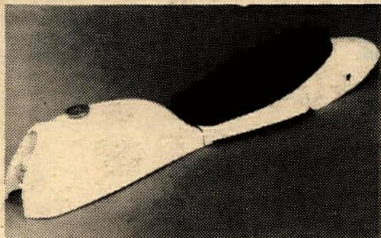


Dick Camp was the first 250cc finisher, 6th overall on his Bul.

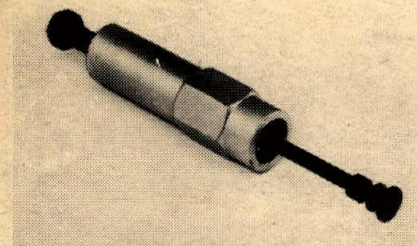
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seconds later, Steve Kirk arrived, followed closely by Thorwaldson. Muto was 4th on his Husky, followed by M. Dahlquist. 6th place Dick Camp was the first 250cc finisher. Seventh was Gene Smith on a Triumph, copping the first open class trophy, and 13th place Jermoe Razika, on a Yamaha, seemed to explode when only ¼ mile from the finish. His rear tire, which had gone flat some miles back, suddenly disintegrated and snapped his chain. With a little help from his friends, Razika carried the bike to the finish line to win the first Amateur honors. Whew!

How does it feel to win the world's biggest motorcycle race the 3rd year in a row? J.N. found it a good deal rougher than last year. Other than that, it was all in a day's work for the movie daredevil and his perfectly tuned Husky from Tracy's in Burbank, Calif. By "rough," J.N. was partly referring to a washout

following a road crossing on the last section that drew blood from several who hit it too hot, including Thorwaldson.

As near as we can tell, the first Novice, finishing a remarkable 28th overall, after a 20-minute delayed start, was a young man named Rocky White, riding, of all things, a Honda. That's what J.N. started on, so keep an eye on this lad.

Out of the 2,000 starters, only 548 finished, and there is a tale to be told for each one who started. One guy took his dog along for the ride, but the poor animal crashed. We lost count of the finishers who rode in on flat tires.

As night fell, bringing rain, there were more than a few hapless competitors stranded in the desert with broken motorcycles. But that's racing, and they have all day Sunday to fetch them out. (Results on page 20)

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MOTOCROSS TURNS INTO MUD

By Rich Hoffman

CARLSBAD, CALIF., Nov. 29, 1970
It was cold, wet and windy at the C.M.C. motocross at Carlsbad Sunday. C.M.C. riders were greeted by a constant downpour of rain from the first race till the last and with each moto the track got worse.

At one time there was an unscheduled water crossing that had to have been three feet deep. Because of the amount of water and mud that kept accumulating in the low spots the course was changed twice during the day so that racing could be continued.

Many riders DNF'ed and during one of the 125cc motos, approximately 15

riders started and only two completed the race and the second place rider was a lap behind.

Even with conditions at its worst there were almost 300 entries. Unbelievable as it may be there were between 25 and 30 post entries at ten bucks apiece.

As one rider's father said, "You really have to love racing to ride on a day like this". You have to be one hell of a good parent to spend your Sunday with your kinds taking them racing in that kind of weather instead of sitting around watching the ballgame on T.V.

Rider reaction to the track conditions went from "Fun", "I really like it", "Slippery as hell", to "My bike quit",



Unplanned water holes kept "seeping" up.



To some, it must have felt like quicksand.

J.N. Roberts wins Barstow to Vegas H&H using FE PLUS CHEMICAL LUBRICANT at 50..1 to keep his Husky running strong in the toughest desert race of them all.



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BATH

"Miserable" and a few others that cannot be printed.

Because of the heavy rain there were no results available Sunday, according to the C.M.C. official there just wasn't a dry place to sit down and figure them.

As usual the C.M.C. people kept things running as smooth as possible under the conditions, and believe me things were rough. Even after the racing was over there were numerous problems with cars and trucks that were stuck in the mud or that couldn't get traction to get up the hills. Nobody was left stranded, however, as everyone joined together and helped each other out. There's one thing for sure, it will be a day most of us won't forget for quite a while.

Mint '400' Dates Set

LAS VEGAS, NEV., Nov. 23, 1970 — Eyes of the off-road racing world are beginning to focus on the first and largest event of the 1971 racing year — the 4th annual "Mint '400' Del Webb Desert Rally."

The \$50,000.00 desert race is set for March 21-23, in the rugged bush country north of Las Vegas. The scramble is between dune buggies, four-wheel-drive machines, utility vehicles, production cars and motorcycles.

"Last year's record number of entries — 298 cars and 79 motorcycles — should easily be topped this year," said race director, Mel Larson. "The greatest increase is expected in the two-wheel division." He commented that an added bonus for the 250cc-and-under machines puts the motorcycle guaranteed purse at the largest motorcycle payoff in the United States. The \$1,570.00 bonus to small bike riders pushes the guaranteed motorcycle purse to \$13,870.00.

This year, in addition to the excitement of rugged 400-mile race, additional activity will add to the glamour of the race. Special press parties, a beauty contest, a mile-long parade through downtown Las Vegas and a spectator gallery that may include some of the top names in Las Vegas "strip" entertainment are all part of the event.

Another attraction of the '71 "Mint '400'" is the very definite possibility of a 200-station television network airing of the race.

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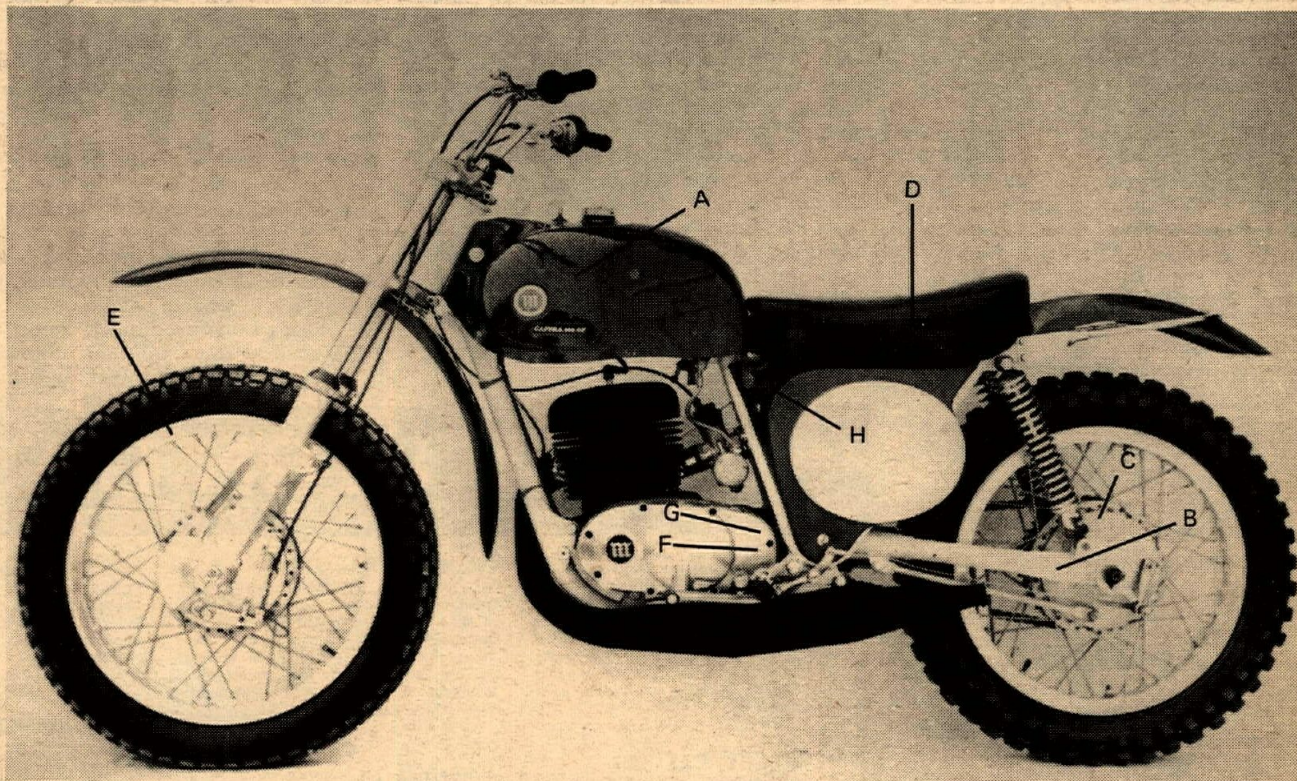
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Cycle News North



Phil Jacobson (5) won two classes.

CMC Get-Well Motocross

By Terry Pratt

BRISBANE, CALIF., Nov. 22, 1970 — The newly reorganized Northern branch of the CMC drew riders from all over this half of the state to Champion Speedway for its final motocross of 1970.

Everyone, including the Champion Speedway management, seemed to agree that it was a pretty crummy place for a motocross but the course was varied and included hard packed, K-70 style turns, banked muddy turns and a really vile, disgusting-looking waterhole.

New CMC North chief Jim Perry said, "We all know it's a bad place for a race but right now we just want to get the CMC North back on its feet and rolling along." Judging from the caliber of competition out on the track Sunday, we'd have to say that the club is well on the road to recovery. All the races were quickly run off using a rubberband starting gate and the trophies and cash for Seniors were passed out on the spot.

The CMC honchos are persuing their riders now to determine which ones will be bumped into the new intermediate class.

CZ rider Phil Jacobson brought home the bacon (turkey?) in both the 500 and 250 Senior category and R. Muscatell was the 125 Senior winner ahead of J. Jensen and his new Puch. Third was Sachsman C. Goodrich.

Several races had some real dices going but one of the most memorable came in the second division of the 125 Junior fray. The overall win went to E. Brown with C. Carter and R. Huffman picking up second and third. However, the third moto was a real handkerchief affair with Carter's Puch having the rear tire polished all the way by the front tire of Huffman's Rickman.

Look at the pretty pictures and check out the names on the results page. Keep your eye on the Cycle News calendar for announcement of the next CMC motocross probably some time after Christmas. (Results on page 20)

Cowtrailing Clinic

By Terry Pratt

When you go cow trailing with your friends, are you always the last one up the hill? or the last one down the hill? Do you take the easy way around only to be laughed at by your friends? Is that what's troubling you Bunky?

You, my friend are a candidate for the Carnegie Park Cow Trailing Clinic.

Operators of the Carnegie Cycle Park in Livermore, Cal. are offering a class in dirt and trail riding techniques that should enable the rankest beginner to negotiate almost any terrain with safety and confidence. Students will be taken over the trails of the park under supervision and shown the methods and styles needed to get around with a minimum of effort and get-offs.

Interested riders should call Dale Parks at (415) 443-2590 after 6 p.m. for an appointment. Cost is \$10 per four hour session including entrance to the park.

Carnegie Cycle Park is a 1500-acre commercial motorcycle playground that is open for a variety of activities and clubs can schedule an AMA or independent event. Clubs and dealers are invited to plan picnics at the park, however, advance arrangement is necessary to qualify for special rates.

A Motocross by the Hilltoppers M.C. of San Leandro is planned for Jan. 1 and the Hayward Roughriders have a Feb. 14 motocross date at the park.

The park is reached by taking Hwy. 50 to Hwy. 580 south to Corral Hollow Rd. then right four miles to the park. Or, from Livermore take Vasco Rd. to Telsa Rd. left about 10 miles to the gate.

Polka-Dots Classic

By Terry Pratt

WILSEYVILLE, CALIF., Nov. 15, 1970 — For more than a decade now the Polka Dots M.C. have held their annual hare scrambles first near Placerville and for the last seven years or so at Wilseyville. It has become something of a classic in Northern California and draws a bigger and better turnout each year.

This year the big perpetual trophy will be held by overall winner Claes Nilson and his name will be added to the list of greats engraved on the cup.

408 riders lined up under blue skies to race through the forest on a course

that had a little water, a little mud and a whole lot of ups and downs. Rains earlier in the week had created what was described as fantastic traction and allowed a dust free race.

Big bike riders blasted off in the first of three waves ahead of the 250s and 125s. Claes said later that he followed some other riders on the first lap, "Just to make sure I knew where I was going".

He then passed them all three at once and poured it on to amass a five-minute lead at the end of the four 18-mile loops.

The 250 Expert winner was still favoring a leg that he had broken at the Sedalia One Mile National Championship. That's right bike fans, Dick "Bugs" Mann unlimbered his 250 Ossa and did a real job on all the boys out in the trees. Just before the start he was heard to tell some friends that he was just out for fun. If he had really wanted to race, he would have gone to the Inter-Am held on that same Sunday. He just likes to ride Wilseyville, he said.

However, when the starter's gun fired to turn loose the 250s, Bugs was off through the woods like a wild hare and as they passed the home check the first time he had the 250 lead firmly in hand. As luck would have it Dick ran out of



Wet weather gear at Brisbane.

gas on the lap but managed to borrow enough mix somewhere to make it to the checkered flag and the class win. Phenomenal!

Second behind Bugs was local rider Bob Noble who hails from around Wilseyville.

Carl Cranke was the no-surprise winner in the 125 Expert/Amateur class ahead of William C. Grossi, Sr. who took Amateur honors on his Sachs.

Last year's overall winner Jim Robb brought his Cheney Victor back again but had to settle for a second Open

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Amateur finish behind class winner Joe Edward on a Husky.

In this age of disappearing riding ground, it's a real comfort to know that runs like the Polka Dots classic is apt to be around for a while. Most of the land that is used for the course belongs to John Schaad, a bike enthusiast who operates Schaad's Resort in Wilseyville.

On the next weekend that you feel like hunting or fishing instead of biking, pay him a visit.

(Results on page 20)

PROS RACE MOO PLACE DEC. 12

Professional American Motorcycle Association motorcycle racing returns to the San Francisco Cow Palace on Saturday night, Dec. 12th. Bob Barkhimer Associates and John Soares have booked-in the pro riders for 1/10-mile concrete oval on the floor of the famous building.

Heading the list of over 100 entries are defending indoor champion Mark Brelsford, top riders including the nation's second-ranked rider Jim Rice and his BSA and fourth ranked Don Castro on a Triumph. Other threats come from the Amateur ranks in the forms of Bill Morgan and Alan Kenyon. Morgan currently leads the San Jose indoor series point standings.

Racing will begin at 8:15 p.m. following the 6 o'clock practice and warm-up sessions of Expert, Amateur and Novice riders. Other race dates are currently under negotiation with the dates of Jan. 2 and Feb. 26 already accepted.

Bikes in Cal.

California has registered more than 525,000 motorcycles thus far this year, only 4.02 percent of the entire registration of motor vehicles. A third of that total is from Los Angeles County.

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TURLOCK S.T.

By Loretta Davidson

TURLOCK, CALIF., Nov. 22, 1970 — The last race of the season here, found 86 riders competing for top honors.

In the 250 Expert Main, Bill Budde, Mike Robinson, Ray Huff, Harry Dring and Jeff Davidson treated the crowd to a sight very seldom witnessed. The entire eight laps were rode wheel to wheel as these five pulled at least one half lap ahead of the rest of the field finishing in that order.

As usual, the 250 and 125 Novice classes were the largest with Steve Runnels showing the way around the track to Jeff Pacheco, who held off Denny Simms in the 250's. The 125's found Steve Langston jumping into the lead, never letting go, as Steve Hollingsworth and Jimmie Wright held a hotly contested battle of their own for second and third honors.

Skip Aksland riding his second race, did an outstanding job winning the 100 Novice. Fighting his way through the pack to ace out Rod Halstead and David Nelson who had to settle for second and third.

(Results on page 20)



CYCLE NEWS Dec. 8, 1970 Page 13

Way To San Jose

SAN JOSE, CALIF., Nov. 28, 1970 — Bill Morgan went right up the ranks tonight winning his heat, semi and later the Main in short track action. The victory increases Morgan's lead over the rest of the pack in series points. Morgan has won the Main Event three times, Wheeler Gresham twice and several others once. Mark Brelsford finished second after winning his heat and semi. Photos by John Ramos. (Results on page 20.)

The fast Suzukis and the fast Kawasakis use ...

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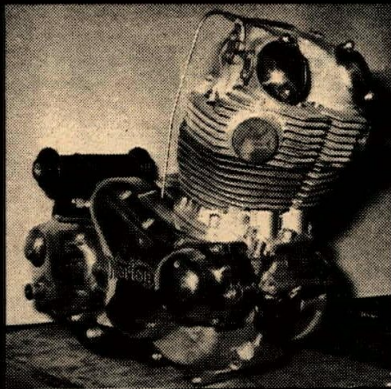
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3rd: John McGillivray (NORTON)
4th: Jack Simmons (NORTON)
5th: Hurley Wilvert (HONDA)

6th: Reg Pridmore (NORTON)
7th: Steve McLaughlin (HONDA)
8th: Ken Smith (HONDA)
9th: Wade Killen (HONDA)
10th: Larry Fielder (HONDA)

Sidecar Class

1st: Reg Pridmore (750 NORTON) Ernie Ceasar

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2nd Malcom Davis
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SLO-POKES ENDURO GETS CANCELLED SMOKEY THE BEAR STRIKES AGAIN

By Ron Schneiders

LUCERNE, CALIF., Nov. 29, 1970 — This article was supposed to be a first hand report on the second annual Slo-Pokes Enduro, a tough, 120-mile forest run in the Lake Pillsbury-Clear Lake region. I expected it to be one of the best of the year; it had to be to be worth a 1,200-mile round trip drive. We arrived in Lucerne Saturday morning about 9 a.m. and found a bunch of the Slo-Pokes having breakfast in one of the town's few open restaurants. Lucerne is a summer resort town and not much is open after September.

The Slo-Pokes were gathered around a table discussing a rumor that their run had been cancelled. That's right, a rumor. The gas station owner told the restaurant owner that he had seen a report on the late news that the run was cancelled by the Forest Service. I listened to the conversation with, I suppose, the same sort of emotions that a guy feels when he gets a draft notice: helplessness and futility. Hours of bike preparation, a lot of money, an all night 600 mile drive, all down the tubes.

I asked the Slo-Pokes if it could be true. They didn't know. The Forest Service had made them change the proposed course four different times. One day a particular section would be

all right, the next day it wouldn't. The club was never sure just where they stood. Finally there was an arrangement made where the club had two courses, a wet course and a dry course, and the Forest Service would tell them on the day of the run which they were to use. The wet course wasn't really an enduro; it was a dirt road run, but presumably it wouldn't cause anyone any problems.

The Slo-Pokes weren't happy with the dual course arrangement. They wanted to run an enduro and weather is as much a part of the challenge of an enduro as the rocks and the trees. But they agreed because it seemed that at least they were guaranteed to be able to furnish some kind of run to the over 1,000 riders who were expected. If relations with the Forest Service were less than ideal, relations with other involved parties were excellent. The Lucerne Board of Supervisors agreed to allow the run to start in the town ball park and let the dirt bikes use the paved town streets for the beginning of the run. The Lion's Club was to provide breakfast on the day of the run. The Fouts Spring School, a local school for boys was to furnish lunch, gas and oil for all the contestants at the noon stop. The town was not motivated entirely by love of enduro riders. Lucerne is a summer town—in the winter it slowly

dies of starvation. 1000 riders and their families would bring some 10,000 badly needed dollars into the town.

The Slo-Pokes tried without success to call the Forest Service and find out if their run was indeed cancelled. Finally they had to drive to the headquarters which was in the next town. I finished my breakfast and then followed them. At the Forest Service office there was a curt press release taped to the door stating that the run was cancelled by order of The Mendocino Forest Supervisor, Lloyd Britton. As reasons it was stated that it had been "raining steadily", that the roads were "deep in mud" that there was "snow at low elevations" and that there would be "extreme watershed damage."

Since there was no one at all at the Forest Service office, there seemed little point in standing around looking at the proclamation. I drove back to Lucerne and waited for the Slo-Pokes. At 10:30 they arrived, about 10 of them, and I told them I was from Cycle News and asked what their response was to the cancellation.

It seems as though the cancellation was actually ordered by a Mr. Riggs whose title is "Resource Officer." Britton, whose name was on the press release, simply rubber-stamped Riggs' decision. According to the Slo-Pokes, Riggs is new to the area and has never been to many of the areas that they proposed to use in the enduro. When they got hold of him, he kept referring to "that Cowbell mess", quite oblivious to the fact that he had already insured against that by insisting on the wet course which was all dirt road. Leonard Jay, Secretary of the Slo-Pokes, offered to drive Riggs over the course in his bright red Econovan to show him that there was not any danger of a Cowbell "mess", but Riggs declined. That was the end; the run was cancelled. Period. No reason was given for the fact that the club was not notified at all nor for the last-minute decision. (It had been raining for several days; it was not some sudden emergency, like a forest fire.)

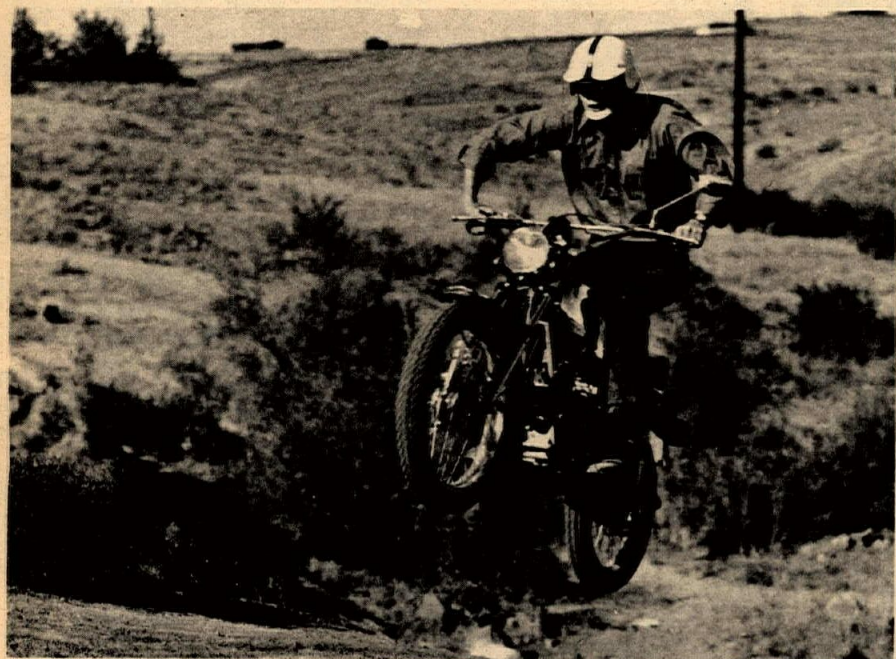
It seemed to me that there were two areas of high-handedness. One concerned the cavalier manner in which the Slo-Pokes (and we contestants) had been treated by the Forest Service

bureaucracy. The other concerned the real reasons for the run's cancellation. It was true that it had been "raining steadily". But it usually does in that area in November. The same goes for the "snow at low elevations" objection. In fact, the snow will be even lower for the Iron Horse Enduro and the Sawmill Enduro which are scheduled for early next year. Are they to be cancelled, as well? As stated, the roads were muddy, but again they usually are at that time of year.

The only reason that seemed to have any validity was the possibility of watershed damage. In lieu of any better ideas, to check this out I unloaded my scooter and rode up into the hills. It was raining hard and the roads were muddy. I suddenly became convinced that even a dirt road run might be challenging. Riding cross-country our bikes cut deep into the soaked soil and it seemed to me quite obvious that on the wrong trail that bikes could do a lot of damage. But on the roads it was another story. They could run every bike in California over those roads without doing any substantial damage and that is where the club was proposing to run on this very wet weekend. We could barely leave tracks in the road surface, let alone damage it. The roads were built to withstand the assault of gigantic logging rigs. My bike and I together weigh less than one wheel of one of those rigs. In short, in this rider's opinion, the reasons given for the cancellation were not reasonable. But even if they were legitimate, all the conditions and reasons existed four days before the event, so that there was absolutely no reason for a last minute cancellation.

If you were one of the riders who was inconvenienced by this decision, you might write to Lloyd Britton and ask him to investigate things before he signs them. You might also write to your U.S. Congressman and find out whether the forests do indeed belong to the people. Because if they do, irresponsible public officials can be made to answer to the people for their decisions.

The Slo-Pokes are going to re-schedule their run and they are going to try to obtain a signed contract from the Forest Service to prevent a repetition of this week's nonsense.



It's a long way to monday morning.

Hodaka, the original trailbike that made off-road riding a national sport, offers the key to weekend excitement.

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We design and build Hodaka trailbikes to promote this feeling of freedom.

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But just 'go' isn't good enough in a trailbike. A breakdown ten miles from the nearest road can be dangerous as well as irritating. This is where Hodaka really shines. Every single component that goes into building the Hodaka has been time tested... some up to seven years. When something isn't up to snuff we improve it until it is (flaws should be discovered in the factory by engineers, not in the field by customers). To date, our 1970 Hodaka has been improved 174

ways better than the first Hodaka introduced seven years ago. And this testing continues, right down to the tiniest nut or bolt.

Cycle Magazine affirmed Hodaka's reliability when they reported on a California Scrambles event with the words: "While the other makes of motorcycles, large and small, dropped like flies from the pounding the Hodaka's went on and on and on!"

So now you know what Hodaka trailbikes are basically all about (We've won National Trailbike Champ three years in a row to prove it). Learn how it all started seven years ago by sending 25c and the completed coupon to: Public Relations Dept., PABATCO, Box 327, Athena, Oregon 97813.

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Mauger To Market Leathers

LONDON, ENG., Nov. 11, 1970 — Ivan Mauger, the only man in speedway's history to win three successive world titles, has tied up with North Country manufacturers TT Leathers in a deal that introduces an Ivan Mauger range of racing leathers.

The World Champion has designed his own set of leathers that include many exclusive safety features. The leathers — available in a range of ten different interchangeable colors — will be on sale in Britain this month. Among the special features is the introduction for the first time of a nylon zip.

Other special features include safety padding and an easy-to-clean design. Said Mauger: "I have incorporated the best of the English and American leathers. They will give not only greater protection but greater freedom to the wearer. And they will be easier to clean than the normal set of leathers because of the special design that is being used."

Len Thwaites, managing director of TT Leathers said, "We were looking for something new in speedway leathers. So nothing seemed more natural than to approach the man who should know what is needed...the World Champion. We are very happy to announce our new partnership."

Within hours of signing the agreement, an order for 200 pairs of leathers arrived from one of America's largest companies.

Mauger is currently filling half a dozen riding commitments in America. During this time he will visit the American company to help organize the sales drive in the States.

Commented Mauger's manager Peter Oakes; "This is just the first of a number of new business ventures that Ivan will be entering into. Financially it will be worth a lot of money to him."

H-D FORMS DEALER ADVISORY COUNCIL

We have all heard it up to here about communication gaps, between young and old, rich and poor, etc. But it takes more than just talk to close these gaps. Harley-Davidson is doing something about one of them. The selling dealer is closest to the consumer. He must be in a position to relay consumer reaction to the manufacturer. Communication gaps, when not plugged, cause the industry as a whole to suffer.

Harley-Davidson has formed a Dealer Advisory Council. This nine member group of regional representatives will meet with factory personnel of management and executive level to freely discuss development of future programs, models, and evaluate present problems and appropriate solutions.

Each representative will be in direct contact with other dealers in his area. This representative system will insure all dealers a direct communication channel to policy making factory personnel.

2 MILLION MINIS

TIME Magazine estimates that 2,000,000 mini bikes have been sold since 1967. (Nov. 2, 1970, page 57.)

MINI-BIKES

TACO TRAIL 100 — New, rugged, big-wheel performer — \$219.50. Other models as low as \$119.95. Kits less engine, clutch, chain at \$49.95. Send 25c for brochure, free decal. 130-p. catalog — \$1

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The Home Workshop

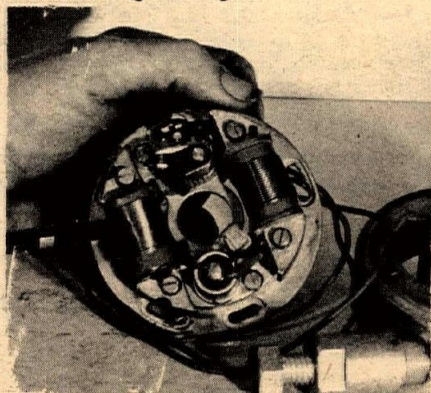
By Rod Breaker

MOTO-BETA ENGINE STRIP

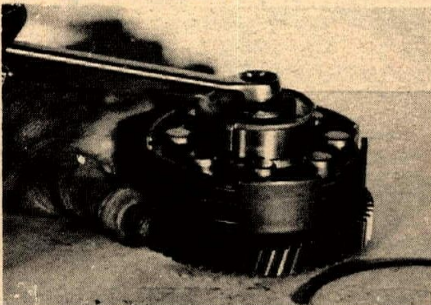
Moto-Beta seems to have been one of the most popular of the lightweight Italian imports and many were sold across the U.S. to riders interested mostly in a lightweight dirt bike. Like so many of the Italian machines, it sports an engine built by F.B. Minarelli, so this engine strip could be suitable for any number of machines. This is not meant to be a step-by-step disassembly, but more in the line of suggestions of things to watch for and hints to make the job a little easier.



1.) As the head gasket seal is with a lip on the cylinder, a small amount of grinding compound is placed on the barrel lip and the head rotated back and forth on it to lap in the two surfaces. After you have lapped them in, be positive you have washed away all traces of the grinding compound before re-assembling the engine.



2.) The electrics should be gone over before re-assembly and after assembly, the ignition should always be double checked. Riders report good results with the timing set anywhere from 2.8mm to 3.6mm BTDC. I have had good results on a slightly modified engine set at 3.0mm BTDC. Shown here also is the flywheel puller that must be used when removing the flywheel, if you don't have one, purchase one.



3.) When removing this type of clutch unit with the spring-clip type of retainer, it is a lot easier to make up a tool from bits and pieces found around the shop than to try to compress it in a vice.

Mike Patrick's

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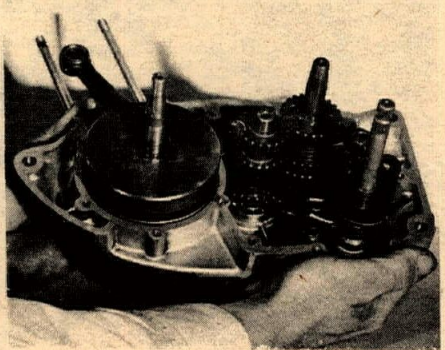
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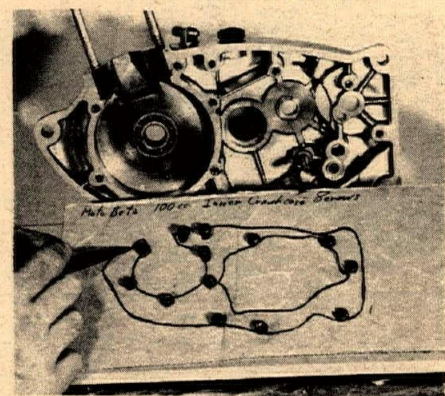
4.) First remove the adjusting screw and lock nut and replace them with a large bolt that will thread into the plate in place of the adjuster. Using a spacer and a large washer with a small hole, the bolt can be drawn down until the springs are compressed enough to remove the spring clip. The springs can be set aside as a unit until ready for assembly.



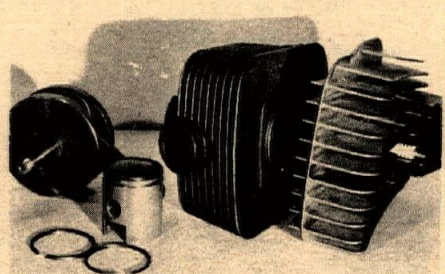
5.) This is the complete clutch assembly, check the steel plates for glazing, if apparent, rough up with a piece of sandpaper using circular strokes. If the bonded plates are bad, they must be replaced.



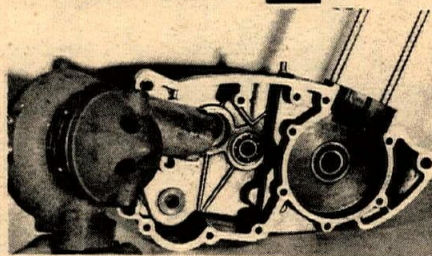
6.) This is what will confront you as the left-hand case is taken away. Always check for shims and thrust washers as they are very important, also check the left hand case for any that may have been held in to the case by oil film.



7.) A diagram like this for the case screws similar to this is a good method to not only keep from losing the screws, but upon re-assembly it will assist you in getting the right screws into the right holes.



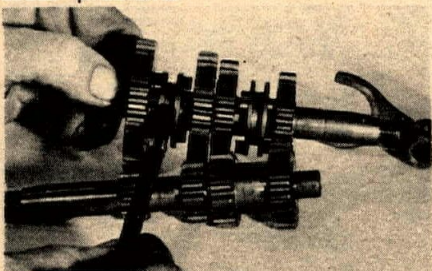
8.) These are the important parts to make the engine run, they should be checked thoroughly. Before re-assembly, the barrel should be de-glazed and a new set of rings should be fitted. A close examination will show the top ring to be of the "Dykes" type which can only be installed one way and only in the top groove.



9.) When the bearings are to be replaced, the case should first be heated. If a blower unit as pictured is not available, the kitchen oven will work just as well, or even a propane torch. The bearings should never be removed or replaced without first heating up the cases.



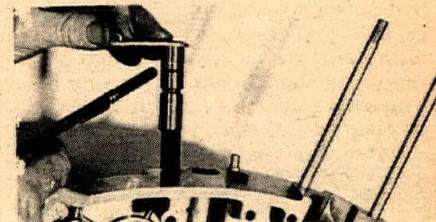
10.) Check the shifter forks and shifter cam for wear, both forks work off the same cam groove and any wear can cause problems.



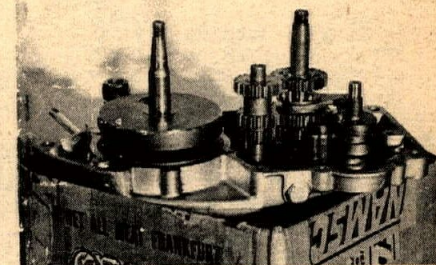
11.) Both sliding gears are on the same shaft and the area where the shifter forks ride as well as the engagement dogs should be closely inspected for wear.



12.) The shifting and transmission assembly ready to be installed into the case. The knack of inserting them as a group is not too hard to acquire and makes the job a lot easier than setting them in the case individually.



13.) If for no other reason than to keep it neat, this rubber "O" ring on the clutch operating shaft should be replaced as it keeps oil from seeping out around the shaft.



14.) When re-assembling, if the engine is placed in a cardboard box or on a small wooden frame made from 2 x 4's, the shafts will protrude down inside and the case will be held securely while it is assembled. After the engine has been assembled, look closely to be positive there has been nothing forgotten.

MAICO WINS OREGON INTER-AM

Ake Jonsson and MAICO conquered the freezing rain and mud at the Northwest Classic to chalk up another win for MAICO in the great Inter-Am Series.

The win puts Ake and his MAICO well into the lead for the overall Inter-Am Championship.

Ake's 1971 production MAICO has proven its performance and reliability as the Series record shows:

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2nd. PHOENIX	Nov. 15
1st. SACRAMENTO	Nov. 8
1st. LOS ANGELES	Nov. 1
2nd. ATLANTA	Oct. 25
1st. MID STATES	Oct. 18
3rd. PEPPERELL	Oct. 11
2nd. ELKHORN	Oct. 4

OREGON INTER-AM (Salem, Oregon) Nov. 22, 1970

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We like to list the results in supporting classes in this great Inter-Am Series - to indicate that it's not a case of two great riders (Ake and Willie Bauer) standing alone in the MAICO bid for glory. The American riders in the supporting classes have done a fine job throughout the entire Series (winning by far the most supporting events). Which should prove to you, as it does to us, that you too can Win on Maico. Get yours today and join the Winners!

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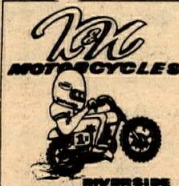
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JONSSON TOPS

By Bruce C. Young

SAN FRANCISCO, CALIF., Nov. 29, 1970 — Battling both fierce competitors and drizzling rain, Ake Jonsson sped to a first place overall finish in the next-to-last running of the Inter-Am series today.

Even with the on-and-off rain that drenched the area, most of the Europeans still looked exceptionally fast as the International class toured the one-mile circuit approximately 20 seconds faster than their American counterparts.

When it began, Jonsson did not appear to be in contention at all as Suzuki ace Sylvain Geboers took an early lead trailed quickly by Chris Hammargren and Bengt Aberg. While this pair was dicing away at the second place position, Ake was running smooth and quite unnoticed at about eighth.

Suddenly, Geboers dropped out of the lead and Hammargren and Aberg, still dicing, charged in front. Before long, Jonsson made his presence felt as

he, too, eased by Geboers to take third. The battle for first was finally won by Aberg with Hammargren second, Jonsson third and Geboers fourth, two spots ahead of top American Bob Grossi.

In the second moto Jonsson got a good start and took the lead, never losing it for the duration of the race. Hammargren was again second while a tight battle for third was won by Aberg ahead of Geboers.

The third moto was expected to be a close battle between the four as only a small amount of points separated their overall position. But a surprise occurred — only for a short time, however.

At the drop of the flag, Ake Jonsson took off strong, right beside Brad Lackey. Lackey, who had been riding the Trans-AMA series up to this point, looked incredibly fast as he and Jonsson locked handlebars for three quarters of the first lap, running side by side.

Experience in foul weather racing appeared to pay off for Jonsson, however, and Lackey spilled at the



Bob Messer has some trouble.

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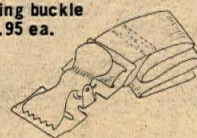
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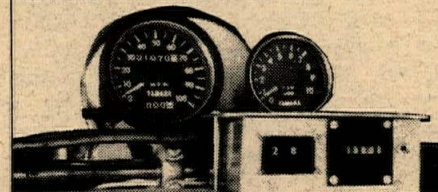
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INTER-AM FIELD—AGAIN

bottom of a rough hill. This put him out of contention as he could never catch up. At the finish it was Jonsson, Hammargren, Geboers and Aberg.

The very tight overall standings showed Ake taking it all, with Hammargren second on the strength of his three runner-up finishes. Geboers took third while Aberg fourth despite that first moto win.

Top American was Bob Grossi, although he had stiff competition from John DeSoto.

Gary Bailey and Carl Cranke had a fierce battle in the 250 Sr. go and the Greeves mounted Southern Californian, Bailey, finally won out after losing Cranke, who was in turn passed by Jim Schmidt and had to settle for third.

The 125 Sr. was a different story for Cranke, however, as he pushed his Sachs to a run-away win in both motos. He had a little trouble from Lars Larsson in the first race, though.

Maico racer Chris Carter also made his attempts in the 250 Jr. class a run-away effort, as did Dave Hansen (Mai) in the 500 Jr.

Although the wet weather was a bit of a nuisance, the fans and riders alike never complained about the races — it was just great.

(Results on page 20)



Pre-race jitters plague Dave Bickers (12), John DeSoto (20), Chris Hammargren (8) and Miroslav Halm (5).



Ake Jonsson on the way to yet another win.

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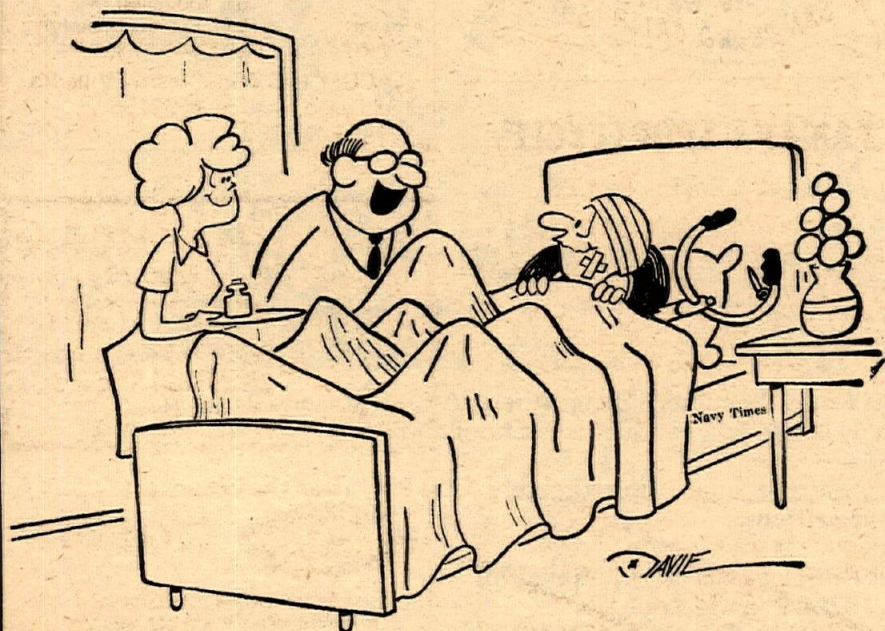
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NAVY TIMES

OCTOBER 14, 1970



"Tomorrow's the big day, Mr. Fromly. We're going to remove the motorcycle."

An Evening With

By Ron Schneiders

RICH THORWALDSON

[Continued from last week]

[For those who are not aware of how the money system works, the top riders are under contract to various agencies such as the distributors, dealers or factories. The contract usually requires that they show up for the races every week with a bike that will finish. They cannot get on any other brand of bike during the year and they must produce wins or good finishes on a fairly regular basis. They must also serve in a consulting-engineering process. For this they usually get enough money to defray their racing expenses. These are generalized contract terms; individual riders of course, will have somewhat different terms. No rider that I know of is making enough to enable him to quit working.]

Rich was quite amused by the suggestion that he [or other riders] might get the pinks to their motorcycles at the end of the year. "I wouldn't want the pink to a motorcycle that I've raced all year," he said. He was anything but amused by the suggestion that "professionals" would endanger other riders simply because there was money involved. "Racers go as hard as they can in every race, whether they're going for big money or a three-dollar trophy. You

"The rule was made so that a rider wouldn't have to ride every race of the year in order to be in contention, but it hasn't worked because the best score is 20 wins in 20 maximum point runs, so you have to come as close to that as possible." I asked how many races he had missed this year and he could only remember three. "And those weren't maximum point events," he said. He failed to finish four races that he started. Two flat tires, one engine problem and one truck accounted for those. Now he has to do well in at least two of the remaining six events this year to erase the two 7ths.

Naturally I [and the Cycle News readers, I hope] was curious about Rich's plans for the future. Would he continue with Rickman? Was he going to continue to race desert, or perhaps switch to motocross? Rich was very uncertain. He currently has three offers for the coming year but they are to some extent contingent upon his winning the Number One plate. I asked what the determining factor in his selection would be, and he indicated that money was the most important. His wife chimed in, saying "Rich can win on anything!" Rich appreciated the loyalty, but said that wasn't quite true, "You have to have a basically sound machine. Kawasaki has offered \$1,000,000 in contingency money and they had to dip down quite a ways to give away \$20,000." points standing. Rich has sixteen wins, two 3rds and two 7ths for his twenty rides, as of now.

Did Rich like the Rickman, would

he like to continue with them?

"Yes, I like the Rickman very much and Steens has been quite good to me," Rich said. So I asked the obvious question: Did he want enough money so that he wouldn't have to work? Rich didn't answer directly, but he said, "Well, I'd work anyway. A person has to do something with his time." At another point in our conversation he had said, with some awe, "Gene [Romero] told me he made \$60,000 this year. That's the first time that's ever happened."

I asked Rich what kind of racing he liked best and his reply was that TT was more fun, from a pure racing standpoint, but he liked the overall scene — the family and campfire bit — of the desert better. He indicated that the ride he obtained would determine the events that he rode in the coming year.

To conclude my interview, I asked Rich whom he considered to be his toughest competition. The answer came quickly, "J.N. Roberts. But he doesn't ride often enough to win Number One. After that, I guess Larry Bergquist and Whitey [Martino]."

How about Tom Poteet?

"Tom is really good, but I have the horsepower over him."

Someplace along in our conversation, Rich made two comments that I remember, without being able to remember the exact context. He said, "Whitey and I used to be good friends, even rode down Baja together, before I started going for Number One. Now he doesn't even speak to me." And "Jack Morgan doesn't even pit with us anymore."

I'm not sure I envy Rich Thorwaldson. It might be a very lonely

place in the world that he's headed for and whatever money he gets probably won't be that much compensation.



The professional difference: In the Barstow-Vegas race, Thorwaldson rode one section with a flat tire, ended his Rickman, bloodied his face, bent his bars and destroyed all the fiberglass on his bike. Troubles held him to 3rd overall! 1500 sportsmen didn't finish.



Rich relaxes with his wife, Patricia and a cold drink after his win in the Huntington Beach European scrambles this summer. Photo by Dick Wright

know this is true," he challenged. He's right; I do.

I asked Rich what his chances were for the Number One plate. "Well, half-way through the SoCal race they looked pretty good. I got by Poteet going up a sandwash. I just out-horsepowered him" he grinned, "and I got by Bergquist so I knew I had it made. I was really just stroking it. Then I came around the corner and there was that truck. I just hit him straight on and went up over the hood. I keep thinking about what would have happened if he had had one of those fancy hood ornaments." Rich's bike was badly damaged, but he, fortunately, was almost unhurt. "Now I've got just a few races to improve my point standing."

I asked if he knew how he stood and he said it was very difficult to know exactly because of the AMA schedule that calls for a rider's best twenty rides to be counted in his

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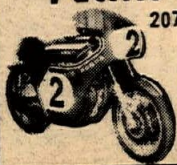
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AMA FINALE TO ROBERT

By Kevin Hill

PUYALLUP, WASH., Nov. 29, 1970 — Joel Robert and the new Suzuki literally crushed the opposition in winning the heavyweight feature class at the final race of the Trans-AMA Series.

The incredible Belgium did it the hardest way possible when, in the first moto he got off to a terrible start, and was bumped off the course in the first turn. He then came up from dead last to

As far as the crowd was concerned, Robert was the hands down winner and Banks second and they just couldn't understand how these technicalities could deprive them of their win. Frankly neither could I.

The final round wasn't quite so dramatic as the first since Robert got a decent start, fifth or sixth, and had little difficulty getting past all those BSA's, which with their tremendous horse power had won the drag race to the first



The course was icy and fast.

pass the entire field. John Banks and company were out in front, making it look like a runaway for BSA until the fantastic Suzuki factory rider came up from out of the blue.

Robert went so fast through the pack that it was obvious to all that he would win even when he was still back in 10th place. It was the kind of all out razor's edge riding that is usually only seen on the European Grand Prix circuit and not in this country where these champions are on semi-vacation. And, it only lasted until just before he took over the lead from the formidable Mr. Banks who does not yield very readily.

Once into the lead it was an easy ride to the finish followed by Banks, and Husqvarna rider Gunnar Lindstrom and a row of BSA's. However, it seems Joel was seen "digging out" prior to the start, presumably to improve his traction, and was to be penalized one position for this infraction which had been specifically forbidden at the rider's meeting. This was really kind of a nit-picking item since it didn't effect his start.

Robert was understandably upset and, when informed of this by AMA referee Dave Welch, he let lose with a most unpleasant ear-scorching tirade that was directed at the official individually and the AMA, generally. Then it was discovered that John Banks also pulled a "no-no" when he pushed against a rubber band starter. Isn't that just awful! And, he too was bounced back one position. This development left Gunnar Lindstrom as the winner of the moto with Robert in second and John Banks third.



Joel Robert was overall winner, again (Ho-Hum).

they finished. Overall it was Joel Robert winning, Lindstrom second, with Jeff Smith, Banks, Nicoll and Hickman bringing in third through fifth for the Birmingham Small Arms factory.

Chuck "Feets" Minert and Dave Aldana were 17th and 15th overall on their soon-to-be-released-to-the-public BSA's. Dick Bursleson from Toledo, Ohio, won first American for the series with his 14th place today. Sonny Defeo on a CZ from New York state showed real style and speed in earning a seventh overall and first American for the day.

The support class was won going away by Easterner Barry Higgins. His Ossa didn't miss a beat as he rode brilliantly to capture both motos from the hard charging Californian Tom Rapp on a Bultaco. The next three places were Maico-Country, as local heroes Bill Cook, Rick Poulin, and Mike Welland were all mounted. In for sixth was Jim

Pomeroy on a Yamaha who had his ups and downs with a fabulous first moto third place, winning a terrific dice with Poulin, and a miserable eighth in the second heat.

Poulin who was fourth in each moto, was handicapped somewhat by riding a borrowed machine but still made a fine show, especially in the first moto, which he lead for a time.

Despite freezing temperatures, the biggest crowd of the series, over 6000, was on hand to see this final round of the Trans-AMA Series. The one mile course was in excellent shape for the race and several of the Europeans thought it was the best on the circuit, and comparable to the best of the European courses.

Plans for next year's series which are already underway will definitely include this very fine motocross facility.

(Results on page 20)

Houston Again First National

For the fourth year, the 1971 American Motorcycle Association's Grand National Championship series will open with a double bill at Houston, Texas' mammoth Astrodome. The two nights of indoor motorcycle racing begin Friday evening January 29th with a \$10,000 TT race over a steeplechase track laid out in the Dome.

Saturday evening, January 30th, the AMA professionals return for an indoor short track National Championship paying \$10,000 in prize money. Over the track's short history a Triumph, a Harley-Davidson, and a Bultaco have won on the Astrodome's oval, and 1971's favorites are former Grand National Champion Mert Lawwill and new Grand National Champion Gene Romero. The Astrodome events, proving very popular as openers of the AMA's half million dollar Championship series in past years, are expected to draw a capacity crowd this January.

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R S U L T S

BARSTOW-VEGAS HARE 'N' HOUND San Gabriel Valley M.C. Nov. 28, 1970 Unofficial Results

OVERALL	
J.N. Roberts	Hus
Steve Kirk	Mon
Rich Thorwaldson	Ric
Tom Muto	Hus
Marty Dahlquist	Hus
Dick Camp (1st 250)	Bul
Gene Smith (1st Open)	Tri
Wayne Garrett	Hus
Morris Norman	Hus
Wes Anderson Jr.	Bul
Dick Miller	Hus
Barry Buber	Tri
J. Razika (1st Am.)	Yam
Tim Smith	Mon
Chuck Raudeman	Gre
Tom Poteet	Bul
Chas. Curnutt	Hus
Gary Jones	Yam
Don Watkins Jr.	Mon
Bruce Lewellyn	Hus
Vic Hannon	C-Z
Bob Riley	Hus
Chas. Hermansen	Bul
Pete Roberts	Yam
Gordon Schmidt	Bul
Jon Nicholson	Gre
Gene Cannady	Sac
Rocky White (1st Nov.)	Hon
Gary Niederhuth	Hus
Casey Folks	Hus
Jack Morgan (1st 100)	Hod
Ron Griewe	Hus
Jim McCoun	Mai
Wm. Saltzman	Hus
Number P50	Hus
F. Dannenfelzer	Hus
Gene Kicenski	Gre
Jerry Kindsdogel	Yam
Dick White	Tri
P111	Tri
Doyle Fields	Tri
Art Kanpp	Hus
Bill Pridmore	—
Ralph Garrett	Hus
Terry Davis	—

CMC MOTOCROSS Carlsbad, Calif. Nov. 29, 1970

100 JR. I	
C. Christensen	Sac
M. McCuiston	Bul
D. Zahrt	Bul
100 JR. II	
J. Costahande	Bul
B. Porter	Hod
N. Paulsell	Hod
125 EX.-INT.	
J. Boldt	Hon
B. McDougall	Yam
C. Bouck	Car
125 JR. I	
B. Bartlett	Yam
K. Markley	Sac
J. Gasswint	Sac
125 JR. II	
E. Engen	Pen
L. Rivas	Sac
G. Saxon	Sac

125 JR. III	
G. Dickson	Pen
R. Gay	Sac
S. Eskew	Bul
250 EXPERT	
R. Norgaard	C-Z
M. Nohr	C-Z
J. Harber	C-Z
250 INTERMEDIATE	
J. Derhammer	AJS
M. Malone	AJS
P. Brinkman	C-Z
250 JR. I	
V. Schmitt	C-Z
P. Kinney	Gre
E. Vrana	C-Z
250 JR. II	
L. Vejar	C-Z
R. Rossi	C-Z
M. Pennington	AJS
250 JR. III	
J. Carmello	Yam
J. Smith	Mai
K. Martin	Hus
250 JR. IV	
R. Meliotta	C-Z
D. Horton	Mai
F. Rowe	Oss
500 EX.-INT.	
R. Bunn	C-Z
J. Witte	C-Z
G. Harris	Hus
500 JR. DIV. I	
D. Sischo	Mai
D. Lopera	C-Z
E. Chein	C-Z
500 JR. II	
T. Daily	C-Z
R. Franklin	Mai
H. Kessinger	Kaw

ASCOT M-X CMC Sanct. Nov. 27, 1970

125 EX.-INT.	
J. Garcia	Bul
J. Slaton	Bul
G. Cunningham	Yam
D. Boydstrun	Yam
D. Wambold	Yam
250 EX.-INT.	
D. Carlton	Oss
G. Lund	C-Z
D. Pesseg	Oss
R. Brown	Oss
M. Powers	Mon
500 EX.-INT.	
J. Heath (tie)	C-Z
K. Markham (tie)	Hus
M. Causey (tie)	Mai
R. Burt (tie)	C-Z
J. Kell	Rik
100 JR.	
M. Tyer	Kaw
C. LaFrenaye	H-D
D. D'Amico	Hod
R. Kelm	Hod
D. Montgomery	Hod
125 JR.	
F. Garcia	Yam
G. Lunsford	Pen
R. Brown	Yam
S. Hoeller	Yam
R. Steffler (tie)	Sac
D. Froehlich (tie)	Yam
250 JR.	
B. Getty	Oss
R. Blom	C-Z
E. Vrana	C-Z
W. Roh	Bul
L. McCarty	Bul
500 JR.	
R. Muzzy (tie)	Mai
R. Billi (tie)	Mai
D. Bevens (tie)	Hus
A. Amarillas (tie)	Bul
R. Baxter (tie)	Mai
G. Tanner (tie)	Mai

TRANS-AMA MOTOCROSS Puyallup, Wash. Nov. 29, 1970 By Kevin Hill

HEAVYWT. FEATURE	
Joel Robert	Suz
Gunnar Lindstrom	Hus
Jeff Smith	BSA
John Banks	BSA
Dave Nicoll	BSA
Keith Hickman	BSA
Sonny Defeo	C-Z
Malcolm Davis	AJS
Brian Kenney	Hus
Ole Pettersson	Suz
SUPPORT CLASS	
Barry Higgins	Oss
Tom Rapp	Bul
Bill Cook	Mai
Ricky Poulin	Mai
Mike Welland	Mai
Jim Pomeroy	Yam
Jim Miller	Bul
Gordy Ochs	Bul
Russell Powell	Bul
James Cooke	C-Z

MOTOCROSS	
Feather River M.C.	
Marysville, Calif.	
Nov. 22, 1970	
By Larry Montgomery	
100 NOVICE	
Allan Proctor Jr.	Hod
Tom Conway	Kaw
Robert Theriault	H-D
Eldon Cannon	H-D
125 NOVICE	
Kurt McKinney	Sac
Joey Lodemeler	Yam
Steve Dohl	Bul
Joe Heckman	Bul
200-250 NOV. DIV. I	
Billy Green	Oss
Skip Doolittle	Mon
Bob Bayuk	Oss
Carl Bergman	Bul
William Stewart	Bul
DIVISION II	
Warren Chambers	Bul
Bernard Brinkworth	Oss
Chuck Tannkurd	Hus
Mark King	C-Z
Steve Mirvtoli	Hus
OPEN NOV. DIV. I	
Darrel Hall	Hus
Richard Richardsons	Hus
Ron Frame	C-Z
Jay Jorgenson	Hus
Mark Allen	Hus
100-125-200 AM/EX.	
Kurt Jorgenson	Bul
John Vance	Sac
Don Gentili	Hon
Dale Stettler	Sac
250 AM/EXPERT	
Bill da Prado	Hus
Dave Longcor	AJS
Allan Yarrow	Oss
Larry Mulock	C-Z
Gary Comphele	Bul
Jim Tauner	Hus
Bruce Harris	Hus
Bob Hanson	Hus
Martin de Vries	Hus
DIVISION II	
Ten Gausberger	Mai
Richard Gaddy	Hus
Bill Addington	Hus
Tom Walton	C-Z
Willy Groom	Hus

SPORTSMAN SHORT TRACK Turlock Fair Grounds Nov. 22, 1970 By Loretta Davidson

100 NOVICE	
Skip Aksland	Hod
Rodney Halstead	Suz
David Nelson	Hod
125 NOVICE	
Steve Langston	Yam
Steve Hollingsworth	Bul
Jimmie Wright	Yam
100-125 AM/EX.	
Neil McDannald	Yam
Roy Winters	M-B
Ted Davidson	Bri
175 NOVICE	
Dale Mathers	Oss
Hank Ackerman	Hon
200 NOVICE	
Jim Cutts	Bul
Jerry Kole	Bul
200 AM/EX.	
Mark Muscio	Bul
Jeff Davidson	Oss
250 NOVICE	
Steve Runnels	Yam
Jeff Pacheco	Oss
Denny Simms	Suz
250 AM/EX.	
Roy Winters	Mon
Lee Rice	Bul
Ken Johnson	Bul
250 EXPERT	
Bill Budde	Bul
Mike Robinson	Bul
Ray Huff	Yam

HARE SCRAMBLES Wilseyville, Calif. Nov. 15, 1970 By Terry Pratt

OPEN EXPERT	
FIRST OVERALL	
Claes Nilson	Hus
Bill Saltzman	Hus
Bob Keys	Hus
Bill McClinton	Ric
Mike Akatiff	C-Z
OPEN AMATEUR	
Joe Edward	Hus
Jim Robb	Che
Martin DeVries	Hus
Bob Hansen	Hus
OPEN NOVICE	
Marvin Helzer	C-Z
Delbert Rapini	Mai
Dick Harvey	Mai
Al Garrahan	Yam
Bob Rogstad	Hus

250 EXPERT	
Dick Mann	Oss
Bob Noble	C-Z
Richard McCready	Hus
Jim Monegan	Yam
Jeff Holman	Yam
250 AMATEUR	
Jeff Hammond	Oss
Reynaldo Cortez	Oss
Bob Bowers	Hus
Don Hoffman	Yam
Mike Wolfcamp	Hus
250 NOVICE	
John Hood	Yam
Jim Dieu	Gre
Larry Harvey	Yam
George Cayssials	Yam
Bob Gabbert	Yam
125 EX/AM.	
Carl Cranke	Sac
Wm. Grossi Sr.	Sac
Alex Jorgensen	Kaw
125 NOVICE	
Kurt McKinny	Sac
Joey Lodermier	Yam
Paul Murphy	Pen
Tom Balmain	Sac
Billy Grossi	Sac

CMC MOTOCROSS Brisbane, Calif. Nov. 22, 1970 By Terry Pratt

500 SENIOR	
P. Jacobson	C-Z
R. Muscatell	C-Z
D. Mallery	Hus
250 SENIOR	
P. Jacobson	C-Z
G. Newhart	C-Z
J. Miller	Bul
125 SENIOR	
R. Muscatell	C-Z
J. Jensen	Puc
C. Goodrich	Sac
500 JUNIOR	
J. Harter	C-Z
L. Schlumph	Mai
R. Williams	Hus
250 JR. DIV. I	
M. LaRue	C-Z
M. Stewart	C-Z
R. Ribas (tie)	Hus
S. Weinbrandt (tie)	Bul
250 JR. DIV. II	
H. Hendry	Oss
R. Hensen	C-Z
M. Town	C-Z
125 JR. DIV. I	
J. Mitchell	Sac
D. Jensen	Puc
J. Turner	Puc
125 JR. DIV. II	
E. Brown	Bul
C. Carter	Puc
R. Huffman	Ric

TT RACES Sierra Vista, Ariz. Nov. 15, 1970 By Jim Brooks

100cc NOVICE	
Bernie Wills	Hon
David Kirwin	Hon
John C. Mounce	Hod
Jack Dodson	Hon
100 EXPERT	
Harold Davidson	Hon
Larry Davidson	Hon
125cc NOVICE	
Bucky Strunk	Yam
Bernie Wills	Yam
Norman Wykoff	Pen
125cc EXPERT	
Leon Parks	Hon
250cc NOVICE	
Norbert Seelman	Suz
Peter York	C-Z
James Thompson	Mon
Tim Heiden	Yam
250 EXPERT	
Arnold Lane	Yam
Bruce B. Boyka	Oss
OPEN NOVICE	
Norbert Seelman	Suz
Tom Allen	Tri
Rees Thompson	Mai
OPEN EXPERT	
Arnold Lane	Yam
POWDER PUFF	
Sue Rysdam	Hod
Patricia Ingle	Yam
WHEELIE	
Tim Heiden	Yam
SEMI MAIN	
Jack Dodson	Hon
Woody Woodsworth	Oss
Skip Willis	Hon
Michael Lawson	Yam
MAIN EVENT	
Tom Allen	Tri
Bruce Boyka	Oss
Harold Davidson	Hon
Norbert Seelman	Suz

TT & FLAT TRACK Trojan Speedway South Gate, Calif. Nov. 26-27, 1970 By Eddie Smith

THURSDAY	
100 TT	
Bob Sanders	Kaw
Mark Revels	Kaw
Tom Horton	Kaw
Rick Hutchins	H-D
Roy Widener	Kaw
Chris Moreland	Kaw
125 TT	
Tom Horton	Kaw
Greg Cunningham	Yam
Roy Widener	Kaw
Steve Okuta	Yam
Keith Masterson	Yam
Victor Bernstein	—
250 TT	
Bob Doornbos	Bul
Greg Cunningham	Yam
Chris Smith	Mon
Gary Anderson	Bul
100 FLAT TRACK	
Bob Sanders	Kaw
Mark Revels	Kaw
Rick Hutchins	H-D
Tom Horton	Kaw
Chris Moreland	Kaw
125 FLAT TRACK	
Bob Sanders	Kaw
Mark Revels	Kaw
Lloyd Quintard	Yam
Keith Masterson	Yam
250 FLAT TRACK	
Bob Sanders	Bul
Chris Smith	Mon
Gary Scott	Bul
Tom Vardeman	Yam
BUDDY RACE	
Chris Smith & Bob Sanders	Mon
Tom Horton & Chris Moreland	Kaw
FRIDAY	
100 TT	
Jeff Sexton	Kaw
Joe Monohan	Yam
Rick Hutchins	H-D
Roy Widener	Kaw
Wally Jones	Kaw
Larry Chapman	Suz
125 TT	
Joe Monohan	Yam
Jeff Sexton	Kaw
Gary Kauffeld	Yam
Roy Widener	Kaw
250 TT	
Chris Smith	Mon
Tim Tipton	Yam
Marvin Heemsberger	Suz
John Heemsberger	Kaw
Bill Beatty	Bul
Chris Marks	Oss
100 FLAT TRACK	
Jeff Sexton	Kaw
Rick Hutchins	H-D
Joe Monohan	Yam
Wally Jones	Suz
Larry Chapman	Suz
125 FLAT TRACK	
Jeff Sexton	Kaw
Steve Okuta	Yam
Gary Kauffeld	Yam
250 FLAT TRACK	
Jim Tabler	Yam
Bob Sanders	Bul
Chris Smith	Mon
Mike Uam Siog	Bul
Larry Furu	Oss
Tim Tipton	Yam
TROPHY DASHES	
100 TT	
Mark Revels	Kaw
100 FT	
Jeff Sexton	Kaw
250 FT	
Bob Sanders	Bul
BUDDY RACE	
TT COURSE	
Marvin Heemsberger & John Heemsberger	
Chris Smith & Bob Sanders	

INDOOR SHORT TRACK San Jose, Calif. Nov. 28, 1970

HEAT 1 47.77	
Wheeler Gresham	
Butch Porter	
Nick Theroux	
Joe Soto	
HEAT 2 46.89	
Mark Brelsford	
Steve Foster	
Len Halton	
Ron Davies	
HEAT 3 47.60	
Bill Morgan	
Dave Hansen	
J. Tinkington	

TT SCRAMBLES

Lost Angels M.C.
Elsinore, Calif.
Nov. 15, 1970

POWDER PUFF

Lori Fuller	Kaw
Elaine Smith	Yam
Diane Connolly	Hod
50cc CLASS	
B. Hosford	Yam
J. Honohan	Yam
L. Lewis	Yam
E. Lawson	Suz
100 NOVICE	
S. Willoughby	Kaw
R. Milner	Kaw
A. Gailliot	Bul
M. Laney	Hod
D. Edge	Kaw
100 AM./EX.	
B. Sanders	Kaw
B. Farmer	Kaw
S. Johnson	Kaw
R. Morrison	Kaw
125 NOVICE	
R. Dobbins	Yam
D. Gailliot	B-T
L. Thompson	Yam
R. Colson	Yam
A. Basile	Yam
125 AMATEUR	
P. McDonald	Yam
L.J. Bird	Yam
R. Bailey	Yam
125 EXPERT	
Dan Daigh	Yam
Steve Nichols	Yam
Dale Hopkins	Yam
Hank Scott	Yam
175 NOV./AM./EX.	
A. Harmon	Hon
L. Luitjens	Yam
G. Broste	Yam
200 NOV./AM./EX.	
D. Voll	Bul
S. Pondexter	Bul
J. Lewis	Bul
250 NOVICE	
M. Myers	Yam
C. Smith	Mon
R. Smith	Bul
S. Hein	Yam
S. Elkins	Yam
250 AMATEUR	
L. Gino	Bul
H. Cheetwood	Bul
D. Williams	Mon
S. Gallager	Mon
250 EXPERT	
Gary Scott	Bul
Danny Hockie	Oss
Vic Hannan	Kaw
Scott Smith	Yam
350 NOV./AM./EX.	
Richard Marquis	Hon
Boyd Mason	H-D
David Karschner	Hon
Butch Clark	Hon
500 NOVICE	
G. Gillosdic	Yam
C. Smith	Mon
E. Steffen	Yam
W. Lacounte	Bul
500 AM./EX.	
S. Nichols	Yam
J. Connolly	Gre
R. Nichols	Yam
650 NOVICE	
Steve Donaher	BSA
James Young	Tri
Herbert Matthews	Tri
650 AMATEUR	
B. Bartels	Tri
R. MacEwen	Yam
J. Wahl	Tri
650 EXPERT	
Gary Scott	Tri
John Isaacs	BSA
Perry Armstrong	Tri
SIDE HACKS	
J. Moffitt - pilot	Tri
N. Suteross-pass.	
D. Roesch-pilot	H-D
T. Rioryard-pass.	
J. Moffitt-pilot	BSA
E. Erickson-pass	

INTERNATIONAL MOTOCROSS SERIES

RESULTS UP TO NOVEMBER 15, 1970

1. Points	
1. 106 Ake Jonsson	Sweden
2. 81 Bengt Aberg	Sweden
3. 60 Willie Bauer	Germany
4. 58 Chris Hammargren	Sweden
5. 53 Arne Kring	Sweden
6. 45 Torsten Hallman	Sweden
7. 38 Jacques Vernier	France
8. 37 Sylvain Geboers	Belgium
9. 35 Ottakar Toman	Czech.
10. 32 John DeSoto	Hawaii
11. 30 Dave Bickers	England
12. 27 Miroslav Halm	Czech.
13. 22 Mike Runyard	Calif.
14. 19 Roger De Coster	Belgium
15. 17 Bob Grossi	Calif.
16. 13 Rob Taylor	England
17. 12 Gunnar Lindstrom	Calif.
18. 11 Jim West	Calif.
19. 10 Tim Hart	Calif.

20. 10 Rich Thorwaldsen	Calif.
21. 8 Bill Silverthorn	Calif.
22. 7 Andy Robertson	England
23. 6 Norm Richens	
24. 4 Peter Lamppu	N.H.
25. 4 Ed Terrell	Texas
26. 4 Stephen Mobbs	
27. 4 Gary Bailey	Calif.
28. 3 Don Launt	Mass
29. 3 Russ Darnell	Calif.
30. 3 Ted Schafer	
31. 3 Gary Myers	
32. 2 James Shotton	Georgia
33. 2 Mark Blackwell	Calif.
34. 2 George Shaw	
35. 2 John Dieu	Calif.
36. 2 Mn. Moore	Texas
37. 1 Barry Higgins	New York
38. 1 Dick Robbins	Michigan
39. 1 Dan Stokes	Calif.

HIGH DESERT 100

Cascade M.C.
Bend, Ore.
Nov. 8, 1970
By Larry Ulrich

Ken Habeck	Hus	1st Open
Keith Nerseht	Mai	1st 250
Bob Canfield	Hod	1st 125
Bob Canfield	Hod	1st 125
Gordon DeMoude	Yam	2nd 250
Vern McCall	Yam	3rd 250
Carl Pruitt	Hus	2nd Open
Larry Brooks	Yam	4th 250
Don Peterson	Yam	5th 250
Paul Saylor	Sac	2nd 125
Knowl Marsh	Yam	6th 250
Roy Burke	Hus	7th 250
Dennis Glasgow	Yam	3rd Open
Larry Reed	Yam	8th 250
Jeff Carrico	Yam	9th 250
Dick Barenberg	Yam	3rd 125
John Weiler	Yam	4th Open
Lynn Godfrey	Kaw	10th 250
Steve Bell	Suz	11th 250
Forester	Hod	1st 100
Otto Moss	Hon	2nd 100
Mitch Brobak	Sac	4th 125
Jeff Arndt	Yam	12th 250
Ed Lanphier	Sac	5th 125
Vernon Rank	Mai	5th Open
Hal Osborn	Hod	3rd 100
Jack Hughes	Sac	6th 125
Dale Tucker	Hon	4th 100
Dave Bacus	Hus	6th Open
Duane Reidlinger	Bul	13th 250
Lee Jenkins	Mai	7th Open
John Howcroft	Oss	14th 250
Thomas Graham	Sac	7th 125
Jim Hoffman	Yam	8th Open
Kenneth New	Hod	5th 100
Steve Huntington	Kaw	15th 250

BONANZA HARE & HOUND

Nevada Trailblazers
Nov. 8, 1970

OVERALL FINISH	CL. FINISH
Glen Clint	1st Open Ex.
Charles Curnutt Jr.	1st Open Am.
Gary Fontain	1st Open Nov.
Jol A. Hood	1st 250 Nov.
Mike McGowan	1st 250 Ex.
Larry Harvey	2nd 250 Nov.
Ronald Clark	2nd Open Nov.
Joe Barham	
Larry D. Slitter	3rd 250 Nov.
Kenneth E. Hatch	2nd Open Am.
Tom Eastman	3rd Open Nov.
Lowell J. Wallace	4th Open Nov.
Larry Smith	2nd 250 Ex.
Byron Davenport	
Rennie Irwin	
Richard Bungay	
Mike Dompiled	
Dennis Holcomb	1st 125 Nov.
Ted Johnson	
Martin Korstad	4th 250 Nov.
Homer Hybarger	
Bob Kuam	2nd 125 Nov.
Jack Coulombe	
Bill Daane	
Ron Cash	
Robert Buley	3rd 125 Nov.
Frank W. Joyner	

Donald C. Hart	
Billy Houston	
Joe F. Dolezal	
Roger Korstad	
Frank Maciel	
Michael Sheehan	
Dennis Bergey	
Lynn Mobley	
Roger Selby	

TT SCRAMBLES

Elsinore, Calif.
Nov. 21, 1970
By Lorri Lee

MINI

R. Herman	Mac
C. Markley	Hon
P. Hill	Yam
Z. Barrett	Hod
100 NOV. NOV.	
K. Bochart	Kaw
W. Badraun	Kaw
A. Houser	Yam
125 UP NOV. NOV.	
G. Geary	Yam
T. Knight	Yam
G. Birket	Kaw
D. Rees	Yam
100 NOVICE	
B. Smith	Kaw
L. Mellgren	Kaw
J. McDonald	Kaw
D. Drummond	Kaw
125 NOVICE	
G. Campbell	Yam
D. Nicol	Bul
R. Sexton	Yam
B. Idam	Yam
L. Robinette	Yam
200 Novice	
r. Roderick	Oss
J. Vandergiest	Yam
M. Gower	Yam
250 NOVICE	
B. Hosford	Yam
B. Hosford	Bul
J. Hendry	Oss
S. Glende	Oss
D. Rees	Kaw
500 OPEN NOV.	
B. Hosford	Mai
S. Donaher	BSA
B. Rich	Mai
100 EXPERT	
M. Rohn	
S. Willoughby	Kaw
J. Holt	
125 EXPERT	
R. Bailey	Yam
R. Dobbins	Yam
D. Dobbins	Yam
250 EXPERT	
V. Hannon	Kaw
R. Smith	Bul
S. Glende	Oss
OPEN EXPERT	
R. MacEwen	Yam
G. Nord	Yam
D. Rich	Mai
SPEC. EXPERT	
V. Hannon	Kaw
R. MacEwen	Yam
D. Rich	Yam
SWEEPS	
V. Hannon	

MOTOCROSS

Slow Spokes M/C
Helvecia, Oregon
Nov. 8, 1970
By Bob Weigant

125cc	
Jerry Callahad	Bul
Lance Sawyer	Yam
Kirk Williams	Yam
Fred Walters	Yam
Greg Lind	Yam
Kent Hart	A-E
200cc	
Jerry Callahad	Bul
Ken Hart	A-E
Bob Lite	Yam
Bruce Selander	Bul
Bob Sheasly	Yam
Keith Forsythe	Kaw
250cc	
Stan Gaunt	Kaw
Pat Fogarty	C-Z
Tom Jetty	C-Z
Roland Sorweide	C-Z
Don Warner	Yam
Warren Marchell	Kaw
Steve Hart	Yam
OPEN TWO STROKE	
Don Weeks	A-E
John Roberts	A-E
Tom Jetty	C-Z
John Smits	Mai
Steve Hart	Yam
OPEN FOUR STROKE	
Bob Weigant	Ric-Tri
Jerry Ketchum	Tri
Marv Ringheim	Tri
Allen Mortensen	Hon

INTER-AM MOTOCROSS

San Francisco, Calif.
Nov. 29, 1970
By Bruce C. Young

125 SR.

Carl Cranke	Sac
Ed Brown	Bul
Ron Hoffman	Hod
250 Jr.	
Chris Carter	Mai
Steve Casper	Oss
Fred Calmich	C-Z
500 JR.	
Dave Hansen	Mai
Ed Edget	Mai
Steve Foster	Mai
250 SR.	
Gary Bailey	Gre
Jim Schmidt	Gre
Carl Cranke	C-Z

INTERNATIONAL

Ake Jonsson	Mai
Chris Hammargren	Hus
Sylvain Geboers	Suz
Bengt Aberg	Hus

TOP AMERICANS

Bob Grossi	Hus
John DeSoto	C-Z

TT SCRAMBLES

Elsinore, Calif.	
Nov. 7, 1970	
By Lorri Lee	

MINI

D. Carlson	Hod
Z. Barrett	Hod
J. Morris	Gem

POWDER PUFF

L. Fuller	Kaw
V. Conley	Kaw
E. Smith	Yam

100 NOV. NOV.

T. Anson	Kaw
B. Cole	Kaw
M. Merlin	Kaw
H. Miller	Hod

125 UP NOV. NOV.

J. Morris	Yam
B. Wills	Bul
B. Hall	Yam
D. Norton	Suz

100 NOVICE

R. Drummon	
T. Jarnagan	Kaw
J. Dalton	Kaw
R. Douglas	Kaw

125 NOVICE

L. Chapple	Yam
L. Robinett	Yam
D. Carlson	Yam
T. Corral	Yam
D. Tanner	Yam
R. Sexton	Yam

200 NOVICE

L. Luitjens	Yam
A. Harmon	Hon
R. Luitjens	Bul

250 NOV. 1 MAIN

T. Leque	Bul
B. Morse	Yam
D. Grigsby	Yam
M. Peters	Yam

250 - 2 MAIN

B. Bramlett	Mon
D. Junker	Kaw
D. Rees	Kaw
M. Matzinger	Yam

500-OPEN NOVICE

J. Sperry	Tri
T. Abshier	BSA
J. Hunter	
M. McLean	

100 EXPERT

C. Fruchey	Kaw
S. Willoughby	Kaw
R. Drummond	Kaw

125 EXPERT

J. Brackman	Kaw
D. Hopkins	Yam
L. Bird	Yam
R. Bailey	Yam

250 EXPERT

V. Hannon	Kaw
H. Cheetwood	Bul
B. Bramlett	Mon

500 OPEN EXPERT

R. MacEwen	Yam
D. Rich	Mai

SPECIAL EXPERT

V. Hannon	Tri
J. Isaacs	BSA
J. Sprague	BSA

SWEEPS

R. Drummond	
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DISTRICT 37 AMA DESERT

HEAVYWEIGHT POINT STANDING

TO OCTOBER 1, 1970

1. Rich Thorwaldson	117	1725
2. Whitey Martino	1	1700
3. Frank Russo	15	1307
4. Doyle Fields	11	1155
5. Bruce Dunford	200m	1150
6. Jack Byers	5	1135
7. George Walker	6	1090
8. Steve Kirk	2	1085
9. J. N. Roberts	8	1066
10. Thomas Smith	32	1030
11. William Waters	23	957
12. Rick Shirey	3	944
13. Tom Muto	300m	885
14. John McManus	523	855
15. Tim Smith	18	835
16. Don Hill	16	797
17. Dave Lewis	4	778
18. Arthur Knapp	49	766
19. Bill Walters	194	763
20. Barry Bubar	38	750
21. Morris Norman	20	722
22. Duffy Hambleton	10	699
23. Whitey Gregory	21	680
24. Robert Duncan	53	654
25. Roger Terry	33	650
26. Sam Burg	74	616
27. John Gaetz	66	604
28. Danny Kline	777	599
29. Clifford Barak	61	594
30. Ron Sloan	36	578
31. Larry Bergquist	12	575
32. Doc Bryce	157	550
33. Mike Patrick	127	535
34. Jim Erickson	436	516
35. Ronald Wilson	550	510
36. Bill McCoun	779	505
37. Howard Utsey	14	480
38. Bruce Lewellyn	7	475
39. David Hernandez	82	465
40. Ronald Hall	79	444
41. Roger Riddell	230	426
42. Daniel Bice	481	424
43. Doug Loftin	29	423
44. Peter Colbert	155	417
45. Keith Starforth	614	409
46. Ira Mahoney	528	402
47. Lloyd Joines	738	394
48. Harold Mortensen	43	392
49. Bob Foxworth	385	385
50. Dick Gilman	143	381
51. Lee Hamby	268	380
52. John Gregory	193	379
53. John White	472	372
54. Lloyd Cox	196	369
55. Darryl Deinhard	89	360
56. Terry Davis	141	360
57. Doug Slumskie	166	357
58. Kenneth Weston	77	355

DEALER & SERVICES DIRECTORY

Arizona

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California

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PROSPECTORS M.C. Trophies for Sept. 30 Motocross held at Bay Mare may be picked up at Bay Mare Dec. 13. Info: (213) 769-2797.

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BUSHMASTERS — Trophies for Dec. 21, 1969 event held in the El Mirage area may be picked up at North of Adelanto European Scrambles, Dec. 13, 1970. Info: 849-6181.

Two Trojan Nights



By Eddie Smith

SOUTH GATE, CALIF., Nov. 26-27, 1970 — In two nights of TT and Flat Track racing at Trojan Speedway, Bob Sanders and Jeff Sexton provided a dominance in the action as Sanders bagged four wins in Thursday's Turkey Day Races and Sexton three the following night.

Sanders collected his golds in all three flat track mains and in the 100 TT Main while Sexton copped the 100 TT, 100 FT and 125 FT Mains 24-hours later.

Sexton's main rival Friday was Joe Monohan and it was Monohan who aced Sexton by inches at the checkered of the 125 TT Main, thus denying Jeff his fourth win.

Sanders came close to winning a race Friday but was stayed off by Jim Tabler in the 250 Flat Track Main.

Thursday was another story, however, as Sanders won four.

That night, in the 100 Flat Track the first turn was a wild scene. Sanders went down with Tom Horton right on top of him. Rick Hutchins hit the downed pair which sent the trio flying into the air. Sanders and Horton made it back for the restart and Sanders went on to win with Mark Revels taking second.

Revels was again present and battling down to the wire in both the 100 TT and 125 FT, each time falling short to Sanders.

In the 250 Flat Track, Chris Smith jumped out in front of Gary Scott for the lead through the first turn while Sanders was giving chase in third. With two laps remaining, Smith went down and Scott charged into the lead. On the last lap, however, Sanders claimed another victim as he took the lead and win with an excellently recovered Smith in second. Scott dropped to third.

On Sunday, Dec. 6, Trojan Speedway will put on a pair of 50-lappers plus dunecycle races. Invading the track are many of the speedway stars of this year including U.S. Speedway Champion Rick Woods, Wild Bill Cody, Sonny Nutter and Larry Shaw. The two "long ones" take place on the TT course and will be for 100-125cc bikes and 250cc machines. Gates open at 11 a.m. for this Sunday affair.

(Results on page 20)

HALEY IS NEW REF.

Larry Haley is the new Dist. 37 referee, elected by the 1971 Competition Committee on Nov. 12.

Applications for 1971 District 37 riding numbers must be on a 1971 application blank. 1970 blanks will not be accepted. 1971 applications will be available late this month.

DENVERITES WIN BIRDS

Harry's Roamers Motorcycle Club of Denver, Colorado held its Annual Turkey Run, Sunday, November 22. This was a Poker Run all on good roads. This year 52 entries turned out in spite of bad weather which was the coldest so far this year (about 30 degrees) with a few snow flurries. Most of the riders enjoyed the ride. Several stops along the way made it possible to warm up a little for the next hitch.

Those who won the Turkeys were: Gary Stewart, Kathy Kanoia, Deloss Floyd, Vada Barstow, Rod Patrick, Irish and Anne Reiley.

Ascot Ends Wet

GARDENA, CAL., Nov. 27, 1970 — Rain flushed the last few spectators out of the stands at the season's final CMC motocross at Ascot Park, but not before countless classes had run at least two out of their promised three motos.

Tie scores were the rule after a 500cc Expert class crash on the first lap of the last moto forced the evening to a muddy end. Outstanding star of the night was J. Garcia, a showy Bul rider in the 125 Expert class, who was one of the few to start out behind and actually pass a man for first place. Garcia was intimidated by the narrow course, and topped his class after exuberantly outriding J. Slaton and Greg Cunningham. Dealers reading this who would like to put something back into the sport should note that Garcia is still unsponsored...but he shouldn't stay that way long.

A five-way shoving match highlighted the 250 Expert-Intermediate motos with D. Carlton on a bright green Ossa beating out his competition, mainly by showing no fear over the jumps.

That was it for this year's CMC motocrosses at Ascot. They'll be back on the first Thursday night in May, 1971 to do it all over again, and hopefully with better rider identification, a better course for passing, and (is it too much to ask?) some way of running fewer and bigger classes so the races don't seem to go on forever.

This Sunday, the CMC will open the new Claude Osteen course near Pomona, Calif. with a motocross. Read all about it here next week.

(Results on page 20)

Dictionaries do not have any knowledge that "motocross" is a word...it is not listed. Here's ours: "A cross country race on a closed course over natural terrain; run in heats with points awarded toward an overall performance."

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Valley Trials Buffs Form Club

SAN FERNANDO VALLEY, CALIF., Nov. 17, 1970 — English Observed have grown in the Southern California area to the extent that the S.C.T.A. has become too big to handle more than 300 members that participate in these events. As a solution to get more people to help in organizing and laying out trials, the S.C.T.A. has suggested that smaller clubs form in convenient geographical areas, and recruit people from these areas.

In response to this idea, a group of S.C.T.A. members have started a club in the San Fernando Valley. To date four business meetings have been held. They are now officially the "Valley Observed Trials Enthusiasts". The name chosen is to suggest that not only people in the San Fernando Valley area join, but trials enthusiasts in nearby communities such as Glendale, Ventura and Los Angeles are welcome, also. The word enthusiasts is there to suggest they are not only interested in riding members, but those who would also like to participate in English Observed Trials as photographers, public relations personnel, observers, and help in general to promote and organize observed trials in the Valley area.

V.O.T.E. hopes to encourage a good public image of off road competition by the use of mufflers on all bikes competing in their events; less sound will result in more ground to ride on. Also they will enforce respect for the environment by keeping a clean campground and picking up litter, (course markers, section markers, etc.), after an event. They hope to work with the Forestry Service and the Bureau of Land Management in obtaining land to ride on.

All those who would like to participate in English Observed Trials and attend one of their monthly meetings contact: Charles McHose — (213) 660-1152, acting chairman; or Richard Anderson — (213) 846-6542, acting secretary, (after 6 pm). Keep your eye on Cycle News Events calendar for meetings and events of V.O.T.E.

El Trial Jan. 10th

The Plonkers Trials Club is sponsoring "El Trial de Espana" on January 10, 1971, at Saddleback Park, with the cooperation of the other Southern California trials clubs. Joseph Parkhurst has consented to be Grand Marshall. Mr. Fred Belair has obtained twenty-four outstanding and unusual trophies to be awarded to the following competition classes: Expert, Amateur, Novice, Ladies, and Press. Also riding in the Press class will be a factory representative of Montesa, Ossa, and Bultaco.

There will be a raffle drawing with the Grand Prize a Zundapp mini-bike donated courtesy of Hal Strickland, General Manager of Steen's Inc., and 2nd prize a pair of ISDT boots donated by Yankee Motors. Also, the Jim Wilson trophy will be awarded to the outstanding youth rider of 1970.

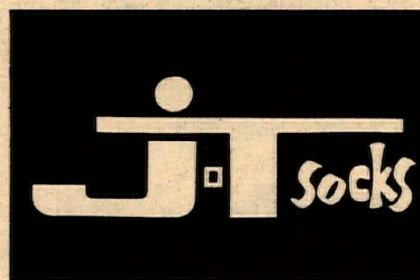
Three trophies will be given in the special "Press" class: 1st place — an engraved Toledo sword donated by Motociclismo Magazine of Madrid, Spain; 2nd and 3rd place will have a choice of a silver tray engraved with a picture of Pedro Pi riding the 1961 Trials World Champion Montesa Cota donated by Permanyer, S.A., Spain ("Montesa"), or a Spanish galleon from Bultaco Western. There will be no entry fee for those entering the Press class, which will be held following the other competition. Sign-up will be at 9 a.m.; trials start at 10 a.m.; and Press class at 2 p.m.

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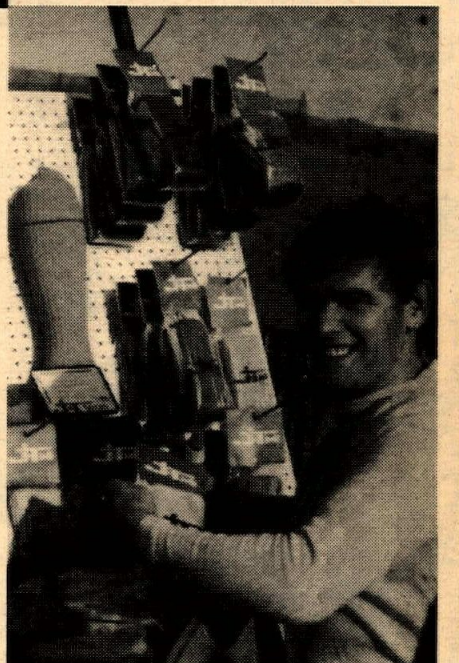
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(Continued from page 5)

\$450.55 to contribute to Russ Sanford's M.O.R.E. The C.T.R. hosted a fine enduro earlier this month which was ridden by some 200 trail enthusiasts. The enduro had been scheduled for early in October but had to be postponed because of fire danger.

A full length film of the enduro will be shown at the trophy presentation which is to be held Friday, Dec. 11, at the Old Meadows Recreation Center. The club is planning another enduro for March of 1971.

Demonstrate Saturday

Upson' Downs Cycle Park in Anaheim, Cal. is a hairbreath away from approval by all local governing agencies. All that is needed is a demonstration to these agencies that the sound generated by 150 minibikes and 100 motorcycles are within the acceptable limits for the adjacent neighborhoods. This is where you fit in...they need you help. On Saturday, December 5th, 12 Noon at Upson' Downs Cycle Park, between the Santa Ana River and the Riverside Freeway and East of Kramer Avenue, Anaheim, there will be a cycle sound test.

Needed are 150 Minibikes and 100 motorcycles that are fully and legally muffled to participate by riding at the park for 45 minutes during sound testing.

As an added incentive the local Honda, Suzuki and Yamaha dealers are raffling off free to participants a new minibike and a helmet. The winner will have his choice of a Honda Trail 70 or a Suzuki Trail Hopper or a Yamaha Mini-Enduro.

In case of foul weather the demonstration will be postponed until December 12, at 12 noon. To enter, contact: Rich Gagnebin or Doug Newcomb at (714) 533-5271.

Bikers Back Winner

With politics playing a considerable role in the motorcycle world, it is interesting to note that in California's San Mateo County, Assemblyman Carl Britchgi was soundly defeated at the polls by a conservationist lawyer.

Arlen Gregorio was supported in part, by the San Mateo Motorcycle Assn. which did help in the election campaign. Gregorio in turn has agreed to aid in obtaining riding trails for motorcyclists.

Britchgi is famous for a law named after himself that denies motor vehicles from riding posted trails. If a motorcycle rider is caught on one of these trails, he is subject to a 6-month jail sentence and/or a large fine.

scramblin' around

By Maureen Lee

We really lived up to the name of this column, scrambling (i.e. to make ones way as quickly as possible over rough ground) last weekend at Carlsbad. I'd decided just for once I'd like to sit back and watch such good racing without the responsibility of having to write the report on it. Just sort of scout the pits, talk to the riders and then turn in a relaxed type of column. It didn't turn out that way. I ended up scrambling around.

"A day in the life of a journalist"

The morning started off grandly with people being unhappy with a previous

report I'd done. Sometimes to be told the truth hurts (I know) but as long as it is the truth, honesty is still the best policy.

So, to continue the day. Down at the BSA pits I found out they didn't have enough scorers, so I volunteered. Anything to help the cause, so I missed seeing clearly the whole race because it is so important to concentrate on your rider, where he is and what the clock is ticking off. What happens? I blew it. I absolutely blew it! Somewhere along the line I missed my rider, John Banks, in round one, on one lap. At the end of the day I was suspected of doing it on purpose to check out the scoring system for errors. That day I had no such idea in mind, in fact, that had never even occurred to me, I was just in there for the love of the sport and I had to blow it!

To try and gather up some lost

threads on this tale of disaster, the scoring system the AMA uses is pretty good although it's not what most of us are accustomed to see. For those not familiar with it, here's how it works: every rider has his own scorer. You sit near a big clock (cardbox) and as your man comes through, you have him lined up on a specific point, big rock, marker pole, whatever you pick out and as he comes through you glance at the clock and write down the specific time. At the same time the AMA official scorers have another set of charts going so one system double-checks the other and by my goof-up I put some of my friends to extra work in checking back over their tapes to make sure where the goof was. Believe me, it wasn't intentional.

Afterward, when I collected my card for the second round it made me cat grin a bit to myself when I was told I'd missed John on a lap and the way the time card "should have looked." Just because the times aren't consistent lap after lap doesn't mean that a man doesn't come through. People fall down a lot more in motocross than they do in flat-track or road racing and although the actual minute recording of their time looks different on the score card, doesn't necessarily mean they have missed a lap. Anyway, it was quite an experience.

So on with the day's scrambling activities. The AMA's Mr. Tom Clark nailed me, very upset. I guess he'd finally got to hear of the column I did on the FIM license bit. That was a few weeks back but anyway, no Mr. Clark, I am not in the business to make money, maybe somebody is but it isn't me. The average motorcycle journalist is in the business because he loves the sport because the pay we receive for getting the word is not alone enough to compensate you for the dirt, dust and hours you spend on your feet, not to mention the hassles you go through.

Don't get me wrong. Mr. Clark is trying, and for a change it was refreshing to have it out with someone who didn't attempt to turn on the charm, hand out the good old codswallop, etc. He came in fair and round two should take place over a cup of coffee or tea with both of us, especially him, under less pressure.

Still, Mr. Clark, should you ever attend a District 37 sportsman event you'd better be careful. If we catch you pit racing, many of our clubs will escort you to the gate on the spot, and if I'm around in my official's coat, maybe I'll do it. Naw, I'll just be a nice guy and let you off with a fair warning.

M.O.R.E. From The Capitol

By Russ Sanford

PACIFIC CREST TRAIL

I have just returned from San Francisco where I attended the initial meeting of the Pacific Crest Trail Advisory Council. In 1968, the U.S. Congress passed the National Scenic Trails Act which established the 2400 mile non-vehicular trail extending from Canada to Mexico through the back-bone of the three western states. My appointment to the Council was to provide representation of the interests of the recreational vehicle enthusiasts. My chief intent is to ensure that those whom I represent do not lose access to areas which they are now using. I left the two-day meeting with a strong feeling that our needs are being recognized and that the agencies and other recreational interests are more than willing to cooperate with us as long as we cooperate by keeping the trail non-vehicular.

NEW FOREST MANAGEMENT

A highlight of the trip was meeting Mr. Douglas Liesz, the new USFS Regional Forester for most of California and with Mr. R. Max Peterson, the Regional Engineer. Mr. Liesz, although a former Californian, has just moved to this new assignment from his former post in Washington, D.C. During our meeting, I was able to inform him of the motorcyclists' plight to date in some of the National Forests. Likewise, I was also able to express our appreciation of those Forests (and Districts) which have helped us.

We discussed the recent fiasco of the Cowbell Enduro, much of which was conducted on USFS-administered lands under permit. As we all know, this event obtained a great deal of adverse publicity. As a consequence, the USFS has been besieged with letters from outraged citizens demanding that motorcyclists be excluded from National Forests. Mr. Liesz informed me that henceforth, permits for competition events in National Forests will be subject to last-minute cancellation if in the opinion of the local Forest Supervisor, the weather and terrain conditions are unsuitable. (See Slo-Pokes Enduro story in this issue.)

In my opinion, this is a justifiable condition but I could foresee a lot of inconvenience for the "rain or shine" enduro riders. Mr. Liesz quickly suggested that sponsoring clubs should lay out alternate, all-weather routes to which they could switch if last-minute conditions dictated. Now, that makes good sense! And maybe someone can tell me why we haven't done that in the past?

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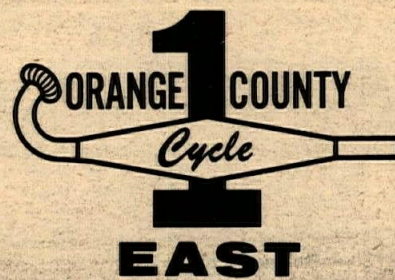
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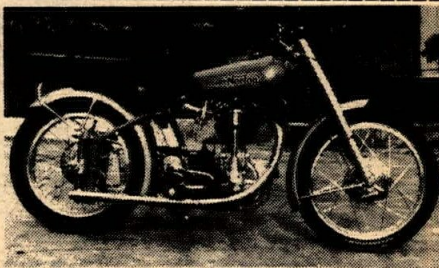
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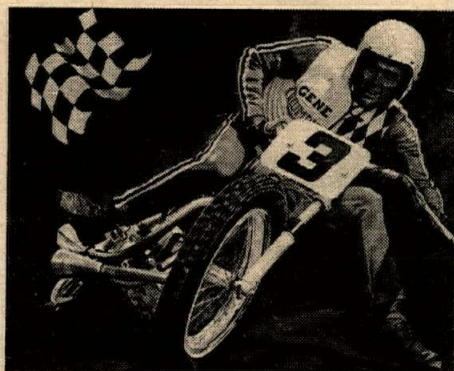
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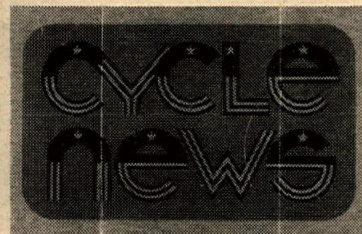
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